

EIGHTEENTH ANNUAL REPORT

(NINETEENTH YEAR)

OF THE

Hawaiian Historical Society

FOR THE YEAR 1910

1910

WITH PAPERS READ AT THE

Annual Meeting, January 24, 1911

AND AT THE

Spring Meeting, May 25, 1911



HONOLULU:
PARADISE OF THE PACIFIC PRINT
1911

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HAWAIIAN HISTORICAL SOCIETY

OFFICERS FOR 1911.

PRESIDENT.....W. D. WESTERVELT
FIRST VICE-PRESIDENT.....GEO. R. CARTER
SECOND VICE-PRESIDENT.....W. D. ALEXANDER
THIRD VICE-PRESIDENT.....ALBERT F. JUDD
TREASURER.....A. LEWIS, JR.
RECORDING SECRETARY.....EDGAR WOOD
CORRESPONDING SECRETARY.....HOWARD M. BALLOU
LIBRARIAN.....MISS E. I. ALLYN

Additional Members Board of Managers.

W. R. CASTLE, N. B. EMERSON, ALFRED W. CARTER
TRUSTEE, LIBRARY OF HAWAII.....A. LEWIS, JR.

STANDING COMMITTEES.

Library Committee

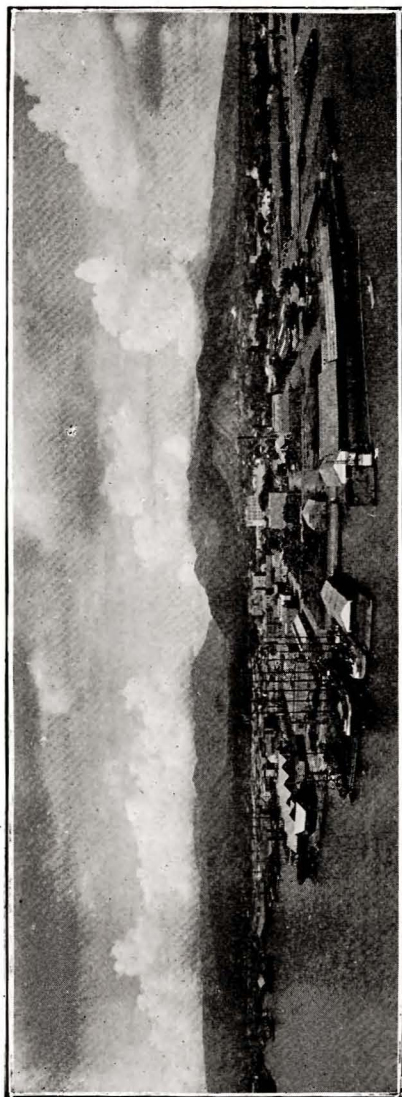
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HONOLULU FROM THE HARBOR

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Corresponding members	81
Active members	82

MINUTES OF THE ANNUAL MEETING, HELD JANUARY 24, 1911

The Society held its annual meeting at the University Club at 8 P. M., January 24, 1911, the President, Rev. W. D. Westervelt, in the chair.

The following were then elected officers of the society for the ensuing year:

President.....	REV. W. D. WESTERVELT
First Vice-President.....	HON. GEORGE R. CARTER
Second Vice-President....	PROF. W. D. ALEXANDER
Third Vice-President.....	HON. A. F. JUDD
Treasurer.....	MR. A. LEWIS, JR.
Recording Secretary.....	PROF. EDGAR WOOD
Corresponding Secretary.....	PROF. H. M. BALLOU
Librarian	MISS E. I. ALLYN
Trustee, Library of Hawaii....	MR. A. LEWIS, JR.

The Board of Managers include the above and Mr. W. R. Castle, Mr. Alfred W. Carter and Dr. N. B. Emerson.

Article eight of the Constitution was amended as follows: that three committees of five members each (including two members of the board of Managers) be appointed by the President on the Library, on Membership and on Program and Printing.

Article three, section one, of the Constitution was amended as follows: that the initiation fee be one dollar, and that hereafter the membership dues be two dollars.

The Trustee of the Library of Hawaii to be appointed by the Historical Society was made a member of the Board of Managers by the Society.

The following papers were read: "Transpacific Cable," by Prof. W. D. Alexander, "Building the Old Mission House," by Prof. H. M. Ballou, and "Historical Places," by Rev. W. D. Westervelt.

It was moved by Prof. Ballou, seconded by Prof. Alexander, and passed, that the publications of the Society be offered for sale at a price to be determined by the Library Committee, members of the Society being privileged to purchase at half price.

EDGAR WOOD,
Recording Secretary.

TREASURER'S REPORT

Your Treasurer in submitting his report for the year 1910, begs leave to state that the Society, owing to expense of moving, taken together with decrease of revenue from the sale of books, has not only failed to place any money to the credit of the capital account, but has withdrawn from the Savings Bank the sum of one hundred dollars (\$100.00.) Recommendation is made that the dues of the Society be raised to two dollars (\$2.00) a year for the purpose of making needed expenditures for the preservation of the books and papers of the Society. Also that ways and means be devised for creating a surplus fund upon which to draw for extraordinary expenditure and for the expansion of the library and work of the Society when it shall occupy its rooms in the new Library of Hawaii.

HAWAIIAN HISTORICAL SOCIETY.
TREASURER'S ANNUAL REPORT FOR YEAR ENDING
DECEMBER 31, 1910.

Receipts.

Balance from last year	\$ 52.57	
Interest on McBryde Sugar Co. Bonds.....	120.00	
Sale of books, reports and papers	30.75	
From membership dues	145.00	
Drew from Savings Bank account	100.00	\$448.32

Disbursements

Paid for notices of annual meeting	\$ 7.70	
“ printing 500 copies of the annual report.....	70.50	
“ Postal cards and postage	8.80	
“ making 2 book cases	45.00	
“ collecting dues	3.20	
“ working incident to moving	37.50	
“ books	4.35	
“ services of the Librarian	100.00	
“ one unit of Book case	2.50	
“ rent May-December	95.00	
“ janitor 12 months	18.00	
“ Stationery	2.15	
“ copying Chamberlain	12.10	
	<u>\$406.80</u>	
Balance to new account (being in bank).....	41.52	\$448.32

Respectfully submitted,

A. LEWIS, JR.

Amount of balance in Savings Bank \$377.09.

Treasurer.

LIBRARIAN'S REPORT

Conditions have not been favorable during the past year for carrying forward the work partly completed by the Librarian. In April the removal of the Library of the Society was made necessary by the change of location of the Honolulu Library. The room in which the Society is at present quartered is not so easily accessible, and not so comfortable to work in as the former location; but this is more than compensated by the better protection secured for the books, as the room is dry, comparatively free from dust, and is fire-proof. Until the completion of the new library the books perhaps could not be more safely housed.

Aside from the reports and publications received from other Societies, there were only three accessions to the library. We were able to secure a bound copy of the last publication of the Bishop Museum, "The Volcanoes of Kilauea and Mauna Loa on the Island of Hawaii" 1909, by Wm. T. Brigham.

Prof. Alexander procured for the society a recent work on "The Maoris of New Zealand" 1910, by James Cowan, a book which embodies the results of Mr. Cowan's observations made during a life-long intimacy with the Maori people, in which he has brought together the results of his labor in "collecting, translating and interpreting the history, traditions, folk-lore, and poetry of the race."

Another most interesting piece of work has been done by Rev. W. D. Westervelt, the President of our Society, who has just published and placed in the library a volume of the legends of Maui, a demigod of Polynesia and his mother Hina under the title "Ma-ui, a Demigod"—a comparative study of the legends of Polynesia as well as those of Hawaii.

The membership of the Society, which was 150 at the close of last year, now numbers 144. One member has resigned, there have been three deaths, and two names have been dropped.

Two additional book cases for large folio volumes have been made, suitable for receiving the files of old papers as soon as they shall be ready. The preservation of this material seems to be the work at present that most demands attention.

Respectfully submitted,

EDNA I. ALLYN,
Librarian.

December 31, 1910.

THIS AGREEMENT, made this 16th day of November, 1909, by and between the HAWAIIAN HISTORICAL SOCIETY and the TRUSTEES OF THE LIBRARY OF HAWAII, WITNESSETH THAT:

1. The said Society in consideration of the agreement of said Trustees hereinafter set forth and upon the appointment by the Governor of a nominee of the Hawaiian Historical Society as one of the Trustees of the Library of Hawaii, hereby agrees that upon the erection of a suitable, fireproof library building for said Library of Hawaii at a cost of not less than One Hundred Thousand Dollars, it will, upon and subject to the restrictions and conditions hereinafter named, loan to the Trustees for the use of said Library all the books, periodicals, indexes and other property comprising its library, not however including more than two copies each of the publications of the Society, and pay over to said Trustees for the use and maintenance of said Library of Hawaii such a portion of the net interest, rents, incomes and profits from time to time received from its invested funds and other sources, as may be annually set apart by it specifically for the use and maintenance of its library, and not from funds set apart for the purpose of historical research, the preparation and printing and publishing of the Society's papers, books or pamphlets, and for the other purposes of the Society, so long as said Library of Hawaii shall be maintained as provided in Act 83 of the Session Laws of 1909 of Hawaii.

2. The said Trustees, in consideration of the agreement of said Society hereinabove set forth, hereby agree as such Trustees and in pursuance of the authority vested in them by said Act 83, that all books, periodicals and other property so loaned, and all interest, rents, income and profits so paid over shall be faithfully cared for and used for the benefit of said Library of Hawaii and the increase of its facilities and use in accordance with the provisions of said Act 83; and also that said books, periodicals and other property so loaned by said Society shall be kept as a separate department of the Library of Hawaii under the name of the Hawaiian Historical Society Library and in a separate room in such library building, exclusively for the use of the property of the Society and the furnishing, with doors that may be secured, properly fastened and locked, and shall be used solely as a reference library and not as a circulating library, and that no such book, periodical or other pro-

perty so loaned shall be removed from such separate room except under such regulations as may be made from time to time by the Board of Managers of said Society, and said Board of Managers may also make reasonable rules and regulations to insure or secure the safety and proper handling of the said property within said room; and that said room shall be provided with chairs, tables, lights, and other materials for the exclusive use of the department known as the Hawaiian Historical Society Library, and that said room, when not in actual use, shall be kept locked at all times; that the said Trustees shall within five (5) years after this agreement takes effect, from funds in their hands, whether contributed by the Society or not, properly and suitably index, classify and catalogue all the books, periodicals, indexes and other property by the Society so loaned to the said Library of Hawaii, said indexes and catalogue to be separate and apart from any other index or catalogue of said Library of Hawaii which, or a duplicate of which, shall be kept in the said room set apart for the use of said Society Library, and also that the interest, rents, income and profits so paid over by said Society shall be used solely for the use and maintenance of the said Hawaiian Historical Society Library.

3. The agreement herein provided for shall take effect on July 1, 1910, or as soon thereafter as the said Library building shall be ready for use and occupancy, and may be terminated by either party hereto upon breach of the terms or conditions to be observed or performed by the other party, or at any time upon six months' written notice by either party to the other and payment by such other party of such a sum of money as shall represent all moneys expended by the Library of Hawaii from its own funds (and not, however, including funds contributed by the said Society) in consequence of this agreement, or as shall be expended by the said Society in the removal of its property to and from said Library building, which said sum shall be determined by the majority of the arbitrators appointed one by either party and the third by the two so appointed, and in the event that the two arbitrators so chosen shall fail to agree upon or appoint the third arbitrator within ten days after notice of their appointment, said third arbitrator shall be appointed by any judge of the Circuit Court of the First Judicial Circuit.

This agreement is made upon the express condition that nothing herein contained shall prevent or prejudice the right

of the Society, and the right is hereby reserved to the Society exclusively, to sell, exchange or otherwise dispose of the books, pamphlets or any other part of the property by it loaned, free and clear of any claim or right of the Library of Hawaii or its Trustees, but the proceeds and books received from any such sale, exchange or disposition shall be used solely for the benefit of said Society Library; and also to prepare and publish and control absolutely the disposition of its own publications; that no limitation or restriction on the use of said books and other property of said Society shall be made by the Trustees without the approval of the Board of Managers of the Society.

IN WITNESS WHEREOF the Hawaiian Historical Society has caused this agreement to be executed on its behalf by its President and Recording Secretary thereunto duly authorized at a meeting of the Members of said Society, and the Trustees of the Library of Hawaii have hereunto set their hands the day and year first above written.

HAWAIIAN HISTORICAL SOCIETY,

BY ALFRED S. HARTWELL

Its President.

BY A. LEWIS, JR.

Its Recording Secretary.

WM. L. WHITNEY,

Trustee of the Library of Hawaii.

F. C. ATHERTON,

Trustee of the Library of Hawaii.

W. H. BABBITT,

Trustee of the Library of Hawaii.

Approved:

W. F. FREAR,

Governor of Hawaii.

An Early Polynesian Settlement on the Hawaiian Islands

BY S. PERCY SMITH, F. R. G. S.

(Read at the Spring Meeting, May 25, 1911.)

It seems passing strange that we, on the extreme southern verge of Polynesia, should be able to tell Hawaiians, who dwell on the northern verge, something of their ancient history. But such is the case; and as I have recently come across some information that will no doubt be of interest to the Hawaiian Historical Society, I hasten to communicate it.

In the first place, it is necessary to explain that the Maori of the New Zealand branch of the Polynesian race has always had, from the remotest dates to which we can trace them, an institution that while not being, strictly speaking, peculiar to them, appears to have reached its highest development among them. That institution is the Whare-wananga, or, as it is sometimes called, the Whare-kura, or Whare-maire; and it is neither more nor less than a College of learning, in which the ablest and brightest of the high-class youths were taught the history, sacerdotal rites, religion, the art of war, agriculture, navigation, &c., in short, all that tended to educate the youths in the accomplishments that go towards making a chief or a priest, in the highest sense according to the Polynesian ideal.

The teachers in these colleges were men of the highest class, who themselves had gone through the vigorous course of instruction laid down by their laws, and who were usually, if not always, the priests whose functions were in constant demand in the daily life. These colleges seem to have existed from the very earliest times, and the succession of them under known names is retained in the traditions of many tribes; for the institution was tribal, or sometimes common to a few closely connected tribes. Even the names of the most distinguished teachers in these colleges are known by tradition, right down to the middle of the nineteenth century, when the institution fell into abeyance.

Now the migrations and voyages of which this paper treats, were part of the historical subjects taught in the colleges be-



HALA TREES ON OAHU COAST

longing especially to the tribes which occupy the east coast of New Zealand, from the East Cape to the extreme south of the South Island, a series of related tribes who sprang from common ancestors in the dim past, and who migrated to New Zealand at various dates between the twelfth and fourteenth centuries, bringing with them their sacred institutions.

Not the least of these were some of the priests of the Wharewananga, who were in charge of the histories of the former movements of the people in their devious course across the Pacific from Indonesia. These histories were sacred and preserved with religious care, and were passed on from generation to generation through the teachings of the Colleges.

It is from the last of the priests, of the last of the Colleges, that the following account was obtained. This man was named Te Matoro-hanga, and died in 1884 at a great age. But luckily for posterity, he had dictated a large amount of matter to a young and intelligent chief, who carefully wrote it down at the time, (in 1856-62), and it has become available for use, owing to the enlightenment due to civilization, which has put an end to the exclusiveness with which this sacred history was formerly guarded. The Polynesian Society now possesses copies of these valuable volumes, and from them the following narrative is compiled.

It has been deemed necessary to make these few preliminary remarks in order that a judgment may be formed as to the weight to be given to the story. It is with a particular branch of the Polynesian people that these remarks will deal; and it would appear that this branch was a distinct and separate migration, which left the Fatherland subsequently to any others that had previously passed on to the east and southeast on their way to Fiji, Samoa and Tahiti. These migrations have been dealt with in the book "Hawaiki."

Here we are concerned with a migration that took place in a different direction from those previous ones, and finally landed them on the shore of Oahu.

The commencement of the story shows the people to have been living in a country, the general name of which was *Hawaiki nui* or Great Hawaiki, which can be shown to have been a continent rather than an island. In this mainland were places named *Kura-nui*, *Irihia*, and *Uru*, the last of which was situated far to the north-west of Irihia. Just here we may point out

what may be nothing more than a coincidence in names. It will be remembered that Fornander suggested that the name Ulu-nui found in Hawaiian tradition, may be connected with Ur of the Chaldeans as described in Holy Writ. The name Ulu in Ulu-nui is of course identical with Maori Uru; and moreover Maspero, the eminent Egyptologist and Assyriologist, states that Ur of Holy Writ is, according to the cuneiform texts, properly spelt Uru, and this is identical with the Maori name of a country lying to the north-west of their ancestral home, which to the writer appears to be India.

The narrative with which we are dealing states that in that land of Hawaiki-nui was situated the great temple named Whare-Kura, presided over by the god Rongo-marae-roa, who was the god to whom all food-plants that are cultivated by man are due, such as the *kumara*,¹ *taro*,² the *arai*,³ the *hue*,⁴ the *korau*,⁵ and all other food plants. The *arai*, or *arai-toto-kore* was especially an offering to the gods,⁶ because it was bloodless, and also because it would keep good for very long periods. It was this food that was used by the various migrations that came away from *Hawaiki-nui* to the East, to the many lands and islands that they called at, especially in the three great migrations that directed the bows of their canoes to the East. Now the name of that Great Hawaiki was carried along with the migrations, and was given to several other countries they dwelt in, the last being that particular Hawaiki (Tahiti), from which Tamatea-ariki-nui came to New Zealand. They gave these names in remembrance of their original home, and to serve as a reminder of it.

The food used in the early migrations from Hawaiki-nui and Irihia was *taro* and *kumara-kao* (sun-dried *kumara*); but the most important food of all according to what has been handed down by our ancestors, was the *arai-toto-kore* which could be eaten raw at sea; while the water was preserved in bags made of sea weed, and dry wood was carried to use as the *kaunoti*, to generate fire.

¹ Kumara, Hawaiian Uala, *Ipomoea batatas*.

² Taro, *Colocasia antiquorum*.

³ Arai, see above. Arai-nano in Mangareva Island is the Pandanus.

⁴ Hue, the bottle gourd, *Lagenaria vulgaris*.

⁵ Korau, a kind of wild turnip.

⁶ Compare this statement with the well known fact that rice is the common offering to the gods in India.

On my asking the scribe who wrote out those papers in Maori and who is a very intelligent man, what he supposed the *arai* to be, he replied neither he nor the old men before him knew what it was except that it was a small seed, the name of which had been handed down in the *whare-wananga*. "But," said my friend, "when our fathers for the first time saw the rice brought here by Europeans, they exclaimed: 'Why this agrees exactly with the description of the *arai* that served as food on the voyages of our ancestors.' " If we take this story in connexion with the Rarotongan traditional knowledge of rice under its well known name of *vari* (hence paddy), we may conclude, I think, that the Maoris also knew of rice formerly.

"Now in those ancient days there lived at Kura-nui in Irihia, (Tawhiti-pa-mamao and Te Hono-i-wairua being in the same land,) a chief named Ngana-te-ariki, who was a great chief of that country; but he came originally from the land of Uru, at a great distance from Irihia. He was the leader of a large party who came to Kura-nui and dwelt there. Here he married the lady Tangi-te-ruru, who was chieftainess (or queen) of Kura-nui, and their offspring were: 1. Atia-nui-ariki, 2. Tipua-Hawaiki, 3. Kahu-kura-Rongomai, 4. Kopu-tauaki, and by her second husband, Tangi-te-ruru had, 5. Pukupuku, 6. Te Rangi-taku-ariki.

After dwelling together a long time in peace, there arose serious quarrels between the two peoples, due to the arrogance of Kopu-tauaki, the fourth son of Ngana, which ended in a great war which is called "Hui-te-rangiora," and during the course of which over fifty high chiefs were killed besides many of the common people. Ngana-te-ariki met his death in this war. Subsequently to the death of Ngana at the hands of the Turehu⁷ people of Irihia, his widow, Tangi-te-ruru, married the younger brother of Ngana, and by him had the two children named above.

Atia-nui-ariki, her eldest son, married a woman named Ania-riki, a high chieftainess from another people of the land of Uru, and they had three children, named

1. Hui-te-rangiora,
2. Tu-te-rangi-atea,
3. Whenua-haere.

⁷ Turehu means a light colored (sometimes white) people.

"It was after these children had grown up, and at the end of the wars called "Hui-te-rangiora," already alluded to, that these people decided to migrate from Irihia and Kura-nui to the lands lying to the east of that country." It is said that the first canoe ever built by these people was named "Uruao," and that in it Tama-rereti "explored all the known world," which we may assume to have been most of the islands of Indonesia, and from the information thus obtained, the migration that we are dealing with were able to know where they were going. Tama-rereti's canoe is now represented in the heavens by the constellation of Scorpio, and this alone shows how ancient his voyage must have been.

"So a fleet of seven canoes was built by these people, the names of which were:

1. Tuahini-o-Atia,
2. Te Karearea,
3. Uru,
4. Kura-nui,
5. Te Moana-taupuru.

"Two other names are lost. They were all large sea-going canoes, built up by sewing boards together, with high top-sides. Tangi-te-ruru, all her children, her grandchildren and a large part of her people left in this migration, in consequence of the wars in which her husband Ngana had been killed. This great migration gave rise to the saying, which has come down through our forefathers:

"Tawhana Kahu-kura i runga; ko Hui-te-rangiora kei te moana tere ai." "Kahu-kura forms an arch in the heavens, while Hui-te-rangiora sails over the ocean." (Kahu-kura is the rainbow god, sometimes called Uenuku.) "The migration went on their way, and landed at an island named Tawhiti-roa."

Just here seems to be the place to observe that this name Tawhiti, (which is the Hawaiian Kahiki), has accompanied the Polynesians in all their wanderings, from the far west as far as Tahiti; it may be found on the south coast of the island of Maui in Kahiki-nui. But the origin of it is very ancient; we find it used as a name of the Fatherland as Tawhiti-pa-ma-mao, and also applied to a sacred mountain in the Fatherland, up which the spirits of the dead passed from a place at its base named Te Hono-i-wairua, (The gathering place of the spirits), in their ascent to the first, and subsequently to the twelfth

heaven, called Te Toi-o-nga-rangi, the abode of the great and supreme god-creator Io. It was here at its base that the spirits separated; those who believed in the doctrine of Io and in Rangi, the sky-father, ascended above to the heavens, while those who, according to the tradition, held more particularly to the belief in Papa, the earth-mother, and also those whose actions in life had been characterized by treachery, (the worst of sins according to Maori doctrine), descended from Te Hono-i-wai-rua to Hades, called Te Muri-wai-hou, (and by other names), presided over by the gods Ru-wai-nuku, Whiro and others, who in the rebellion of the gods, (about which there are interesting traditions), were cast down to these nether regions. We may notice in this belief how closely it follows that of the Sanscrit speaking Aryans, whose sacred mountain was Kailasa, a most interesting description of which is to be found in Sven Hedin's recent travels in Thibet; and also we may trace the same belief in the Zend-Avesta of the Persians, Medes, &c., whose sacred mountain was Haraiti.

The name Tawhiti is also to be found as Viti or Fiji, and probably in Siti, a name for Java. But the particular Tawhiti-roa (Long Tahiti), to which the migration we are dealing with arrived after leaving the Fatherland, is probably Sumatra, of which Tawhiti-roa is possibly a descriptive name. We may perhaps find some evidence of this in the account of the next island which the migration visited. See *infra*.

How long it was that the migration remained in Tawhiti-roa, we have at present no means of ascertaining; but it was probably many generations, for the names of those who were the leaders in the advance to Tawhiti-roa are no longer known in the further eastward movement, but are replaced by names not before mentioned. Moreover the number of people said to have been killed in the great battle to be referred to directly would seem to indicate a lengthened residence in Tawhiti-roa. It is in the account of this battle that we first become acquainted with the presence of a people differing from the Polynesians, under the names Ngati-Kopeka and Ngati-Parauri, which are used as descriptive names, the first meaning the "the tall thin people," and the second "the dark or black people."

After dwelling some time in friendship with these strange people, troubles commenced, ending in a very great battle which is known to tradition as "Te Karihi-potae," which name was

given to it to describe the incident that gave rise to the war. The people were engaged in hauling the net on the coast, when quarrels broke out regarding the fish, and then it was that our Polynesians, seizing their opportunity, cast the net over their opponents, and then killed them at their ease. That is the meaning of the name. Then followed a great battle in which according to the traditions an enormous number of people were killed; indeed the story says that there were 500 *ariki*s or chiefs slain, and they used the dead bodies of these and the other people to make a wall of defence against their enemies during the battle.

The result of it was that the numbers of the Ngati-Kopeka and Ngati-Parauri prevailed over the Polynesians, who were thus obliged to flee from Tawhiti-roa to preserve their lives. But in their defeat they had nevertheless been able to secure a number of prisoners from the people of the land, whose descendants they took with them in their subsequent migrations; and indeed some of them were known by the tribal name of Ngati-Kopeka even as late as the twelfth century, when these particular tribes migrated from Tahiti to New Zealand. No doubt this people by that time had become amalgamated with their masters, though the tribal name still held. Other battles fought at this period were named Wai-kumea, Wai-harorang, and Te Matenga-o-te-tini-o-Pokaua, this last being also a general name for the whole war, in which Pokaua is that of the principal *ariki* engaged, who was killed.

We have not at present the means of suggesting a probable date for these events, nothing more than this that the celebrated Maui family were descendants of those who first left the Fatherland. The period of the Maui family is fairly well fixed by Rarotongan and Maori genealogies as about 60 generations ago, which converted into years by allowing four generations to a century, carries us back to the beginning of the fifth century of the Christian era, as the date at which they flourished, but whether before or after the exodus from Tawhiti-roa, cannot yet be settled. It will be noticed by those who are familiar with the book "Hawaiki," that this period—the fifth century—agrees fairly well with the date assigned to the exodus of the Polynesians from Indonesia, as deduced from Rarotonga traditions, and in a lesser degree with Fornander's dates.

It must be remembered that Fornander uses 30 years for a

generation instead of 25, which latter number was arrived at after taking the consensus of opinion of Polynesian scholars, missionaries, &c., and has been used throughout the publications of the Polynesian Society as a measure of dates.

To follow the further adventures of this particular migration we must leave the history dictated by the old priest, Te Matoro-hanga, and take up the narrative of another old priest, whose story was dictated to an intelligent European in the year 1840, and which has luckily been preserved.

After referring to the above incidents, the old priest proceeded with his narrative, stating that there were seven canoes, the names of some of which were, (three names being forgotten):

Ahu,
Tangi-haere-moana,
Pae-kohu,
Te Marama.

that came on from Tawhiti-roa (Long Tawhiti). The names of the chiefs who led this migration were Tawhito-rangi, Tutemahurangi, Tu-rongo-rau and Mahu-rangi; these were the *ariki* or head chiefs. We give them here in the hope that some of the names may be found in the Hawaiian genealogies. The statement is made that they started away steering to the north-east, in consequence of information which they had received concerning other lands in that direction. This is an important statement, but would lead us too far into the region of conjecture to be discussed here. "And so these *ariki*s and their people departed and sailed away to the north-east until they discovered land to which they gave the name of Tawhiti-nui (Great Tawhiti), on account of the great extent of the land. At this time fear came upon the people, and they said: "Now indeed shall we all be killed by the people of this land!" They then saw opposite to them a *great river, the mouth of which is on the south-western side of that land*, and into this great river the canoes entered, and paddled up it an immense distance, (*ka aua atu ki roto*), which means a very long way, probably days, or even weeks paddling. After a time Tawhito-rangi suggested to the other *ariki*s that they should build a *pa* or fortification in order to secure an asylum for the women and children. Though the people of the land are not mentioned, it is obvious that they had come across them. The above proposal was not

agreed to; but, coming in their up-river course to a perpendicular cliff overhanging the river with a cave in the face of it, they decided to enlarge and fortify this place. It was named To Kohurau. The narrative goes on to say that this description of *pa* was one that they had been accustomed to.

After dwelling in the cave, Te Kohurau, and in another cave named Hui-whenua, which belonged to Taka-wairangi and his people, for a long time, the people increased to such an extent that they were enabled to forsake the caves and build *pas* in the open lands.

Here our narrative breaks off with the statement that "In the generation of Irapanga and his children, they migrated from thence with all their people, in six canoes, and finally made the island named Ahu, (Oahu), and from them descended the inhabitants of Maui, Hawaiki, and other islands in that neighborhood."⁸

In other parts of these same documents we learn that Hawaiki (Hawaii) was first of all named Maui-nui, subsequently changed, and that two other smaller islands off north and north-west of Maui were then named Maui-pae, and Maui-taha. The narrative goes on to say: "In the days of Uenuku-rangi and Tane-here-po, a man named Roere discovered that the spirits of the dead departed from Maui-iti (Maui) and from Maui-nui (Hawaii) over the ocean, singing and crying their farewells to the living left behind, on their way to Irihia, to Te-hono-i-wairua, (in the Fatherland). In consequence of this Uenuku-rangi said: "Enough! Let us change the name of Maui-nui (Hawaii) to Hawaiki-rangi."

From other parts of these narratives we here and there pick up incidental references to the Hawaiian group, and amongst them is this statement, that on leaving Tawhiti-nui (Great Tawhiti, not Long Tawhiti; it is necessary to remember the distinction), they steered north-east, because the strong wind was favorable in that direction, until they came to land on Ahu (Oahu). This strong wind was no doubt the south-west monsoon. Again we find a statement to the effect that in sailing from Ahu to Hawaiki (Tahiti), the course is due south. As a matter of fact, it is S. 10° E. Further, this series of documents,

⁸ As to the identity of Ahu with Oahu, see Dr. Emerson's "Unwritten Literature of Hawaii," p. 190, also "Journal of the Polynesian Society," Vol. XIX, p. 141.

from which I am now quoting, in referring to a great canoe race that had momentous consequences in connexion with the first settlement of New Zealand, states that it took place at Hawaii, but this is contradicted by other histories, from which it is clear that the Hawaiki where the canoe race took place was Tahiti, not Hawaii, although there were canoes from O-ahu, Maui and Hawaii there, which took part in the race. This was about the middle of the twelfth century.

But to return on our steps for a while. Can we decide where Tawhiti-nui (Great Tawhiti) was with its great river? I have already suggested that Tawhiti-roa (Long Tawhiti) is Sumatra. On the expulsion of the people from there "they went north-east." No doubt they would follow the coast of Sumatra as far as practicable, and then strike out to sea to the north-east. If so, then the land they would make would be the south-west corner of Borneo, near Pontianak, where the great river Kapoeas falls into the sea, which river is, according to the maps, navigable for 400 miles, and up which, it is suggested, the fleet of canoes went when their crews discovered and occupied the caves. It therefore seems probable, as all the conditions fit in, that Borneo is Tawhiti-nui, (Great Tawhiti).

As to the further voyage of the canoes from Tawhiti-nui to O-ahu, the south-west monsoon is said to have urged them to take the direction of north-east. But here, it may be remarked that the word *marangi*, which has been translated north-east, is equally used for east-north-east, and this is the direction of Oahu from Borneo. Although no particulars of this part of the voyage are given, a glance at the chart will show that the canoes must have passed through the Carolines, the Marshall and the Radack groups, with land-falls every few days, until on leaving the latter islands, they would have to cross about 2400 miles of open ocean, the total distance from Borneo to Oahu being not far from 8700 miles. This great distance, but with many stopping places on the way, was not beyond the powers of the Polynesians. The open sea part without islands is only a few days longer than the voyage from Hawaii to Tahiti; and 2400 miles is no longer than from Tahiti to New Zealand, a voyage that has frequently been made by the Polynesians.

It was said above that it was in the days of Irapanga that the voyage to Ahu (Oahu) was made. Now, if this man's

name can be found in Hawaiian genealogies, we shall have a check on the only line I know of on which he is shown. In the large table at the end of "Hawaiki" (3rd Edition) will be found this name at 47 generations back from the year 1900, or in other words, he flourished about the year 725 A. D. It is hardly safe to trust to one genealogy alone, and therefore we can accept this date as only tentative. But it will be observed that it differs only 75 years from the date fixed by Fornander as that of the first settlement on the Hawaiian Islands; that is, if his dates are computed on the basis of 25 rather than 30 years to a generation.

We pass onward down through the centuries until we come to the middle of the twelfth, when we find one of the descendants of these people named Toi-te-huatahi, who was then living in Tahiti. He was the first of the eastern Polynesians who settled in New Zealand. About the year 1350 we find his descendant, Tamatea-ariki-nui, also living in Tahiti; but he headed a large expedition from there in the "Takitumu" and "Hiorouta" canoes, and also settled in New Zealand. It is stated of him that he was a chief of Oahu, of Tahiti, and many other islands. But I understand that his name is not known in Hawaii—probably he had another name by which he was known there.

Such then is the record of an early settlement of Polynesians on the Hawaiian Islands. On our first discovering these narratives in the volumes now with the Polynesian Society, it caused considerable amazement and doubt as to their authenticity; but it was soon seen that they were corroborated by the matter dictated by more than one of the old priests, and that the different parts fitted into one another. In an interview with the scribe who wrote down this dictated matter, (a man now of over seventy years of age), most careful inquiries were made as to whether it was not possible that the names, &c., of the Hawaiian Islands had been introduced in modern times, after the European occupation of New Zealand, and after a consequent knowledge of the isles of the Pacific had been imparted to the Maoris. But no! I found that my friend, intelligent and able man that he is, had not the slightest idea of where Aifu, Maui, and Hawaiki-rangi were; and he added that none of the old priests on being questioned, had any more knowledge of them than that the names had been handed down in the

Whare-wananga for ages past. The writer is perfectly satisfied that the narrative is genuine, and could—did space permit—be supported by many statements from the traditions of other than these East Coast tribes, statements which heretofore have appeared very obscure.

We may conclude this paper by pointing out that the mere variations in the names, as Ahu for Oahu, Maui-pae for Molokai or Lanai, Maui-taha for either Lanai or Molokai or Kahoolawe, and the direction given of Tahiti from Hawaii, are strong points of confirmation; the more so perhaps as the modern name for Oahu is Wahu, a name derived from the whalers, and which my informant did not identify with Ahu (or Oahu). No works of reference are just now available from which to ascertain the prevalent winds along the course which the voyages took from Borneo to Oahu, but it would be interesting to study the question from that point of view, and from that of the *currents*. Certainly the Easterly Counter Equatorial Current would aid them very materially as far as the Radack Group.



Remarks on the Preceding Paper

BY W. D. ALEXANDER

It can safely be said that our Society has never listened to a more interesting paper than the one just read. The author's knowledge of Polynesian languages and traditions is unsurpassed, and he has had remarkable success in gaining the confidence of the old priests in the different groups, and in obtaining from them the sacred history of their race.

The opinion that the lands to which Irapanga's people migrated from Tawhiti-nui were the Hawaiian Islands has much in its favor. In the Rarotongan account of Ui-te-rangiora, (the letter *h* is always dropped in that dialect), his brother, Tu-te-rangi-atea, and their voyages, given in S. Percy Smith's "Hawaiki," we find the names of Vaihi, (Maori), Waihi, (Hawaii), Tavai, (probably Kauai), Ngangai, (probably Lanai), and Maro-ai, which may be Molokai. The ancient Tahitians also knew of Hawaii under the name Vaihi.

As is stated in "Hawaiki," the word *hiti*, *hiki*, *whiti*, *iti*, (according to the dialect), means the east. In the Rarotongan list of islands visited by Tu-te-rangi-atea we find the Fiji islands mentioned under the names, Iti-nui, Iti-rai (or rahi), &c. Fiji is the Tongan form of the word. The Fijians themselves pronounce it Viti, while the Samoans call the Fiji group Ta-fiti. Of the Hawaiian names Kahiki-ku and Kahiki-moe, (east and west Kahiki), the former no doubt means Tahiti, while the latter may refer to Fiji.

The Rarotongan account, given in "Hawaiki," then goes on to state that Tu-te-rangi-atea came to Hawaiki (Tahiti), and that he built a sacred house on a neighboring island which he named Rangiatea (Ra'iatea), in Hawaiian Laniakea. All this shows the probability of the Maori tradition about the migration to Oahu.

At the same time it gives the decided impression that at least the greater part of the events related above took place in the Pacific Ocean. Indeed this is the view taken in the last edition of "Hawaiki," where we find the statement that at the period of Ui-te-rangiora, "the headquarters of the people was in Fiji, with colonies in the Tonga and Samoa groups" (p. 169)

On page 64 of the same work we read that the Maoris of the East Coast have a saying that their ancestors "came from Honoi-wairua to Tawhiti-pa-mamao, thence to Tawhiti-roa, thence to Tawhiti-nui, and thence to New Zealand. It is difficult," adds the author, "to locate these places, but they probably include Fiji and Tahiti, in both of which groups the ancestors of the Maoris once dwelt."

It does not seem to me that we have sufficient reason to give up this view. I would suggest that the name of the largest of the Fiji islands, Viti Levu, (Great Fiji), is the exact equivalent of Tawhiti-nui. It measures ninety miles from east to west and fifty from north to south. On its south-east side it contains some considerable rivers, on one of which the town of Rewa is situated. The voyage from thence to Oahu of about 2700 miles is much more credible than one of 8700 miles from Borneo.

Besides, there are many considerations which combine to prove the immense antiquity of the Polynesians as a distinct race. At least it seems certain that they must have left Indonesia before the Hindu migration thither, (beginning 300 B. C.), which introduced the Hindu civilization, writing and other arts, the Buddhist religion, and many Sanscrit terms, of which there is no trace in any Polynesian dialect. At the period of Hui-te-rangiora Java was thoroughly Hinduized, and magnificent Buddhist temples were built, the ruins of which are among the wonders of the world. The arts of weaving, of making pottery, of working iron, &c., were then widely diffused through the Archipelago, but were unknown to the Polynesians until the arrival of Europeans.

In fact, Indonesia appears to have been occupied then as now by Mongoloid and Papuan races, speaking fifty different languages, and widely different from the Polynesians in mental and moral as well as in physical characters. It therefore seems unlikely that there has been any intercourse between the Polynesians and Indonesia since the Christian era.

Legendary Places in Honolulu

BY W. D. WESTERVELT

(*Read at the Annual Meeting, Jan. 24, 1911.*)

Hono-lulu is a name made by the union of the two words Hono and lulu. Mr. Curtis J. Lyons says it means "Sheltered Hollow." Mr. George Ainoa, an old Hawaiian, says that "Hono" means "abundance" and "lulu" means "calm" or "peace" or "abundance of peace." The navigator who gave the definition "Fair Haven" was out of the way inasmuch as the name does not belong to a harbor, but to a district having "abundant calm," or "a pleasant slope of restful land."

Hono-lulu, was probably a name given to a very rich district of taro land near what is now known as the junction of Liliha and School streets, because its chief was Honolulu, one of the high chiefs of the time of Kakuhihewa, according to the legends. Kamakan, the Hawaiian historian, describes this taro district thus: "Hono-lulu was a small district, a pleasant land looking toward the west,—a fat land, with flowing streams and springs of water, abundant water for taro patches. Mists resting inland breathed softly on the flowers of the hala."

Kakuhihewa was a king of Oahu in the long, long ago and was so noted that for centuries the island Oahu has been named after him "The Oahu of Kakuhihewa." He divided the island among his favorite chiefs and officers, who gave their names to the places received by them from the king. Thus what is now known as Honolulu was until the time of Kamehameha I almost always mentioned as "Kou," after the chief Kou, who was an "Ilamuku," or "Marshal," under the king Kakuhihewa. "Kou" appears to have been a small district or, rather, a chief's group of houses and grounds, loosely defined as lying between Hotel street and the sea and between Nuuanu avenue and Ala-kea street.

Ke-Kai-o-Mamala was the name of the surf which came in the outer entrance of the harbor of Kou. It was named after Mamala, a chiefess who loved to play konane, (Hawaiian checkers), drink awa, and ride the surf. Her first husband was the shark man Ouha, who later became a shark god, living as a great shark outside the reefs of Waikiki and Koko Head.

Her second husband was the chief Hono-kau-pu, to whom the King gave the land east of the land of Kou. This land afterwards bore the name of its chief, Hono-kau-pu. In this section of what is now called Hono-lulu were several very interesting places.

Kewalo was the place where the Kauwa, a very low class of servants, were drowned by holding their heads under water, according to the law known as "Ke-kai-he-hee." Kewalo was also the nesting ground of the owl who was the cause of the battle between the owls and the King Kakuhewea, wherein the owls from Kauai to Hawaii gathered together and defeated the forces of the king.

Toward the mountains above Kewalo lies Makiki plain, the place where rats abounded, living in a dense growth of small trees and shrubs. This was a famous place for hunting rats with bows and arrows.

Ula-kua was the place where idols were made. This was near the lumber yards at the foot of the present Richards street.

Ka-wai-a-hao, the site of the noted old native church, was the location of a fine fountain of water belonging to a chief named Hao. It means "The Water belonging to Hao."

Ke-kau-kukui was close to Ula-kua, and was the place where small konane (checker) boards were laid. These were flat stones with rows of little holes in which a game was played with black and white stones. Here Mamala and Ouha drank awa and played konane. Here also Kekuanaoa, father of Kamehameha V., built his home.

In "Hono-kau-pu" was one of the noted places for rolling the flat-sided stone disc known as the "maika" stone. This was not far from Richards and Queen streets, although the great "Ulu-maika" place for the gathering of the chiefs was in "Kou."

"Ka-ua-nono-ula," the "rain with the red rainbow," was the place in this district for the "wai-lua," or ghosts, to gather for their nightly games and sports. Under the shadows of the trees, near the present Hawaiian Board rooms at the junction of Alakea and Merchant streets, these ghosts made night a source of dread to all the people.

Another place in Honolulu for the gathering of ghosts was at the corner of King street and Nuuanu avenue.

Puu-o-waina or Punchbowl, was a "hill of sacrifice" or

"offering" according to the meaning of the native words and not "Wine-hill" as many persons have said. Kamakau, a native historian of nearly fifty years ago, says: "Formerly there was an 'imu ahi,' a fire oven, for burning men on this hill. Chiefs and common people were burned as sacrifices in that noted place. Men were brought for sacrifice from Kauai, Oahu, and Maui, but not from Hawaii. People could be burned in this place for violating the tabus of the tabu divine chiefs."

"The great stone on the top of Punchbowl hill was the place for burning men."

Part of an ancient chant concerning "Punchbowl" reads as follows:

"O the raging tabu fire of Keaka,
O the high ascending fire of the sacrifice!
Tabu fire, scattered ashes.
Tabu fire, spreading heat."

Nuuanu Valley, inland from Kou, was full of interesting legendary places. The most interesting, however, is the little valley made by a mountain spur pushing its way out from the Kalihi foothills into the larger valley, and bearing the name "Waolani," the wilderness home of the gods, and now the home of Honolulu's Country Club. This region belonged to the "eepa" people. These were almost the same as the ill-shaped, deformed or injured gnomes of European fairy tales. In this beautiful little valley which opened into Nuuanu Valley was the heiau Waolani built for Ka-hanai-a-ke-Akua, "The chief brought up by the gods," long before the days of Kakuhihewa. It was said that the two divine caretakers of this chief were Kahano and Newa, and that Kahano was the god who lay down on the ocean, stretching out his hands until one rested on Kahiki (Tahiti or some other foreign land) and the other rested on Oahu. Over his arms as a great bridge walked the "Menehune," or fairy people, to Oahu. They came to be servants for this young chief who was in the care of the gods. They built fish ponds and temples. They lived in Manoa Valley and on Punchbowl Hill. "Ku-leo-nui" (Ku with the loud voice) was their master. He could call them any evening. His voice was heard over all the island. They came at once and almost invariably finished each task before the rays of the ris-

ing sun drove them to their hidden resorts in forest or wilderness.

Wao-lani heiau was the place where the noted legendary musical shell, "Kiha-pu," had its first home—from which it was stolen by Kapuni and carried to its historic home in Waipio Valley, Hawaii. Below Wao-lani Heights, the menehunes built the temple "Ka-he-iki" for the child nourished by the gods, and here the priest and prophet lived who founded the priest-clan called "Mo-o-kahuna," one of the most sacred clans of the ancient Hawaiians. Not far from this temple was the scene of the dramatic plea of an owl for her eggs when taken from Kewalo by a man who had found her nest. This is part of the story of the battle of the owls and the king.¹

Nearer the bank of the Nuuanu stream was the great breadfruit tree into which a woman turned her husband by magic power when he was about to be slain and offered as sacrifice to the gods. This tree became one of the most powerful wooden gods of the Hawaiians, being preserved, I think, even to the times of Kamehameha I.

At the foot of Nuuanu Valley is "Pu-iwa," a place by the side of the Nuuanu stream. Here a father, Maikoha, told his daughters to bury his body, that from it might come the "Wauke" trees, from which kapa-cloth has been pounded ever since.

From this place, the legend says the Wauke trees spread over all the islands.

In the bed over which the Nuuanu waters pour is the legendary stone called "The Canoe of the Dragon." This lies among the boulders in the stream not far from the old Kaumakapili Church premises.

In Nuuanu Valley was the fierce conflict between Kawelo, the strong man from Kauai, assisted by two friends, and a band of robbers. In this battle torn-up trees figured as mighty war-clubs.

These are legendary places which border Kou, the ancient Hono-lulu. Besides these are many more spots of great interest as in Waikiki and Manoa Valley, but these lie beyond the boundaries of Kou and ancient Honolulu. In Kou itself was the noted Pakaka temple. This temple was standing on the western side of the foot of Fort street long after the fort was built, after which the street was named. It was just below the

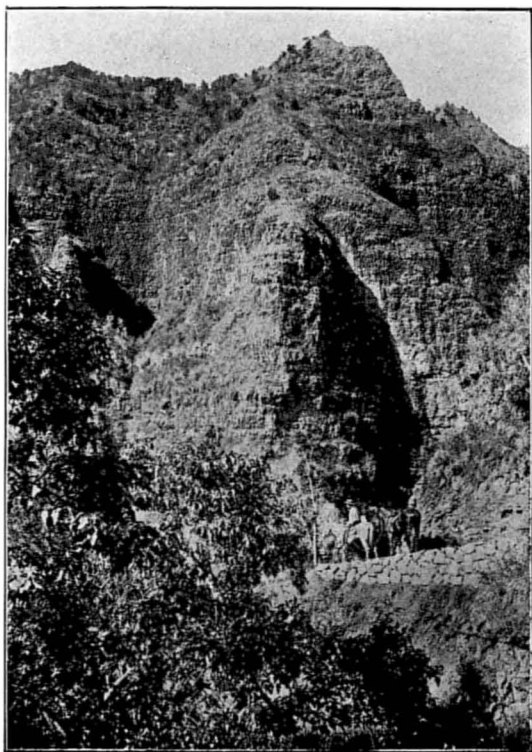
¹ See "The Owls of Honolulu." Mid-Pacific Magazine, Vol. I, pp. 457-462. April, 1911.

fort. Pakaka was owned by Kinau, the mother of Kamehameha V. It was a heiau built before the time of Kakuhihewa. In this temple the school of the priests of Oahu had its headquarters for centuries. The walls of the temple were adorned all around with heads of men offered in sacrifice.

Kou was probably the most noted "konane" place on Oahu. There was a famous large stone almost opposite the site of the temple. Here the chiefs gathered for many a game. Property and even lives were freely gambled away. The Spreckels building covers the site of this famous gambling resort.

One of the finest "Ulu-maika" places on the islands was the one belonging to Kou. This was a hard, smooth track about twelve feet wide extending from the corner on Merchant and Fort streets now occupied by the Bank of Hawaii along the seaward side of Merchant street to the place beyond Nuuanu avenue known as the old iron works at Ula-ko-heo. It was used by the highest chiefs for rolling the stone-disc known as "the maika stone." Kamehameha I is recorded as having used this maika track.





WHERE THE PATH CLINGS TO NUUANU PALI

The Introduction of the Algaroba*

BY FATHER REGINALD YZENDOORN

(Read at the Spring Meeting, May 25, 1911.)

In and around Honolulu, and generally on the leeward side of the Hawaiian Islands, the eye meets with clusters of trees which seem to be bent on the conquest of the desert.

Lands so stony and arid as to appear utterly worthless for foresting, offer a favorable soil to this member of the great tree family, and barren wastes, as for instance, the Mahukona desert on Hawaii, offer fair prospects of being turned into rank forests, ere many years elapse after the advent of the algaroba.

The algaroba tree, called by botanists *Prosopis juliflora* or *Prosopis dulcis*, and by the Hawaiians *kiawe*, is said to be identical with the honey-mesquit tree of the Southwestern United States and Mexico.

The tree belongs to the order of *Leguminosae*, suborder of *Mimoseae*. The yellow pods which it bears with great regularity and in abundance, form, with the exception of grasses, the most important animal food in the islands; and since some time ago a machine to grind the beans was devised by C. W. Renear, they promise to become an important article of exportation.

According to a local tradition, the progenitor of this forest tribe is still alive and standing on the premises of the Catholic Mission at Honolulu, near the corner of Fort and Beretania streets.

The following inscription is attached to it:

FIRST ALGEROBA TREE
of the Hawaiian Islands.
Imported and planted in 1837
by Father Bachelot,
Founder of the Catholic Mission.

This tablet was put there by a member of the Mission about the year 1895, who also furnished the information contained in

* It would seem that the proper spelling of this word ought to be algarroba (with two r's) since the word has entered our language through the Spanish algarrobo, which in turn is derived from the Arab kharrub. The Century and Standard Dictionaries give algarroba, with algaroba as a variant.

In deference to local usage we have followed the latter spelling throughout this article.

an article in the *Independent*, April 20, 1896, from which the following are extracts:

"In the south-easterly corner of the Catholic Mission and on Fort Street may be observed a stalwart old Algaroba tree showing marked signs of age and impending decay. In girth it is probably over four feet in diameter and its upper branches spread high above the surrounding houses.

"From this single tree have grown the millions of algaroba trees that may be found everywhere flourishing upon lands theretofore barren, and furnishing shade and food for cattle and firewood and profit for thousands. It may be regarded as the most valuable gift ever brought to these islands by the foreign aboriculturalist.

"In 1827, Father Bachelot was expelled from the country by the 'missionary' government of the day. He went to Mexico, where he remained for ten years. In 1837, he returned to Hawaii and brought with him four slips of algaroba trees, which he planted in the grounds of the mission. The one now standing was the only one that thrived and from its fruit many trees were planted in different parts of this islands.

"In 1839, Father Bachelot was again ordered to leave the islands. He was a very sick man and had to be carried to the vessel which took him away, on a stretcher. While he was being carried through the mission grounds and as he passed the young algaroba tree, he weepingly but courageously exclaimed: 'As this young tree may in God's Providence grow and overshadow others in this land, so may the Gospel and my Church grow and flourish here forever.'"

It is perhaps of very little interest to the general public to know at what time and from where a particular tree was imported to a certain place, and it may taste of pomposity to apply the methods of historical criticism to a subject of so little consequence.

Nevertheless this algaroba tree having attracted at different times some special attention, we are perhaps excusable for discussing at some length the statements of the above quoted article.

First, it will be necessary to correct some evident mistakes which occur therein.

Father Bachelot having arrived at Honolulu on the 7th day of July, 1827, in company with Fathers Short and Armand, three lay brothers and several mechanics, he and Father Short were expelled the 24th of December, 1831; Father Armand

had left voluntarily two years earlier. The two priests were taken to California, where Father Bachelot took charge of the Mission San Gabriel, whilst Father Short was employed in a college at Monterey.

After a few years, having been made to believe that circumstances in the Hawaiian Islands had been so altered that a new attempt to take up a residence there might prove successful, the two missionaries again arrived at Honolulu the 17th of April, 1837, landing, notwithstanding the opposition of the authorities, but were soon again forced to leave.

Father Short left for Valparaiso towards the end of October, and Father Bachelot on the 23d of November of the same year, in company with Father Maigret, who had made an effort to enter Hawaii.

Father Bachelot was in ill health at the time of sailing, and died only a few days afterwards, rather unexpectedly. At his departure he had sufficiently recovered from a long sickness to be enabled to pay several visits to Father Maigret on board the vessel Europa. It is therefore hardly probable that he needed being carried to the vessel on a stretcher, neither is any mention of this circumstance made in contemporary communications. The story of the planting of the algaroba tree is a mere oral tradition which in 1896, was written down and published for the first time. It has been ascertained, however, that before 1870 the planting of that tree was attributed by the natives and the members of the mission to Father Bachelot.

This tradition being of a relatively recent date and having never been contradicted as to the substance, we may admit the importation by that priest to be a fact; but the planting of the tree must have taken place much earlier than 1837.

In the first place, it must be noticed that Father Bachelot, at his second arrival at Honolulu, did not come from Mexico, as the *Independent* stated, but from California.

Now, although we are told in the Bulletin No. 48 of the United States Department of Agriculture, 1904, that the algaroba is the mesquite of the Southwestern United States and Mexico, and California is doubtless in that part of the United States, I have many good reasons to believe that the *Prosopis juliflora* is unknown there.

Moreover at the time of his second attempt to establish a Catholic Mission in the Hawaiian Islands, Father Bachelot was so engrossed with his fears of not being admitted that there must have been scarcely any room in his mind for thoughts of

improving the little property he had left behind on his first banishment.

But let us suppose for a moment that there were algaroba trees in California, and that the father had brought some seeds along. If he had sown them immediately after his arrival, there could have been but one or more insignificant, leafless and branchless stalks at the time of his departure, and their sight would hardly have inspired a simile for the desired growth and spread of the Catholic religion.

We cannot know the exact words the priest has uttered at the occasion; the ones quoted in the *Independent* are certainly not historical, since a Catholic priest will never say "my" church, but simply "the" church.

But the very fact that a sight of a certain tree has inspired Father Bachelot with uttering a wish for the growth and spread of the Catholic religion in the islands, seems to suggest that it was one he had planted and which had in a striking manner grown and spread itself.

If, then, the algaroba tree was imported and planted by the founder of the Catholic Mission, it must have been before his first banishment.

If so, it appears that he must have gotten the seeds from one of the three countries where he landed before his arrival at Honolulu, to wit: Chili, Peru and Mexico. The fact that two species of *prosopis* are found in those countries favors this suggestion.

But when we read Father Bachelot's journal, the hypothesis becomes untenable. This journal, which extends from November 20, 1826, till November 30, 1827, is kept very minutely; birds, fishes and trees are therein described with so much detail that it looks rather a treatise on the natural history of New Spain than the diary of a traveling clergyman.

The *prosopis*, however, does not seem to have attracted his attention, except perhaps at Quilca, where he noticed *Acacias dites d'Amerique*, (American Acacias,), by which term he may well have meant the algaroba.

Had the tree so particularly attracted his attention that he thought of introducing it in the Hawaiian Islands, he would not have omitted giving a detailed description of it, according to his wont.

Hence there remains only one supposition: that the seeds were brought from France.

Favorably to this hypothesis, we have a document which, be-

ing nearly contemporaneous, is more than the expression of a simple oral tradition, since it must have been made under the supervision or by order of Mgr. Maigret, the second Vicar Apostolic of the Hawaiian Islands, who doubtless had his information from either Father Bachelot or Bro. Melchoir, the catechist who remained at Honolulu when the priests were banished, and than which two persons none could know better the story of the algaroba.

This document is a lithographed plan of the Honolulu Cathedral on which the algaroba tree is also represented with the following legend in French:

"Tree planted by Mr. Bachelot. It is a splendid acacia; the seed had been taken from the Royal Garden at Paris."

The steeple being represented without a clock-face, and this having been put in place on November 4, 1846, it follows that the drawing must have been made before this date, but after 1842, the year mentioned on it.

It may now be objected that an acacia is not an algaroba, and that if the latter is meant, these trees do not grow in France.

Hereupon we answer that although the acacia and the prosopis are not identical, being different genera, though of the same order and even of the same suborder, there is sufficient resemblance between them to excuse one who is not a botanist for confounding them. We have seen that at Quilca Father Bachelot seems to have made the same mistake.

As for the second part of the objection, algarobas do abound in the south of France but the name is given to a tree of a genus different from the prosopis. It is the so-called Locust tree or St. John's Bread, the pods of which greatly resemble those of our own algaroba, and are much relished not only by the cattle but by the people.

It was, however, not necessary that the tree which Father Bachelot is said to have imported from France, was a native of that country.

The Frenchman, John Rives, a favorite of King Liholiho, who had been the cause of the sending of Catholic missionaries to the Hawaiian Islands, had also induced the French minister of Foreign Affairs to found in that group an extensive agricultural establishment, on the lands which he claimed to possess.

The French government equipped accordingly the ship *La Comete*, on which the missionaries were admitted as free passengers; agricultural implements and seeds of different kinds were provided.

If among these seeds were those of the *prosopis*, they may have been taken from the gardens of the Luxemborg, whose conservatories are rich in rare plants, or from the Jardin des Plantes, which contains nursery and naturalization gardens. One of these parks may have been called "Jardin du Roi" during the monarchy.

When the missionaries arrived at Honolulu they rented a piece of land with three grass huts, the site of which is not known. They did not cultivate it.

The members of the intended agricultural establishment soon returned, the undertaking proving abortive from the beginning on account of Mr. Rives' failure to return to Hawaii.

A young lawyer, Mr. de Morineau, who had been charged by his government to conduct the establishment, obtained from the king before leaving, the grant of a piece of land where his workmen might construct a dwelling place. This grant is a part of the present mission plot. The priests began at once to clear the land, caused a well to be dug, and soon started cultivation.

In December, 1828, Father Bachelot writes:

"We have cultivated our garden in the French style; we have made a regular garden of it which together with some plants which are unknown here, make an object of curiosity of it for both the foreigners and the natives. But the heat and the insects have destroyed everything."

Among the things planted were "some seeds brought from France," which Father Bachelot showed to Governor Kuakini when, towards the end of November, 1827, that chief called on the priests.

We may perhaps not unreasonably conclude that our present algaroba is the product of one of those seeds brought from France, and the only survival of the general destruction "caused by the heat and the insects."

We will terminate this essay by suggesting that the Hawaiian name for the *prosopis*, "Kiawe," is perhaps a native effort to render the word *acacia* as pronounced by Father Bachelot, rapidly and with a strong accent on the last syllable. The latter part of the word *cia* was more easily caught, the "c" in accordance with Hawaiian phonology changed into a 'k,' and the strong final accent rendered by the almost silent syllable "we." This etymological attempt may be a strained one, but, from whence did the Hawaiians otherwise get the word for this new tree.

History of the Hudson's Bay Company's Agency in Honolulu

BY THOMAS G. THRUM.

(Read at the Spring Meeting, May 25, 1911.)

Among the various business concerns of the early days of Honolulu were several that took high rank, and from the echoes that have come down to us were well worthy of the esteem and confidence of the community, the histories of which would furnish an interesting and instructive series, not only from their influence in the development of the islands, commercially and otherwise, but also in the side-lights they would throw upon the political canvass of their time in passing.

Probably the most notable one in this category was the established branch house, or agency of the Hudson's Bay Company, which, for its honorable business dealings and its moral and financial aid to the Hawaiian government at its formative period, entitles it to more than passing notice.

It is difficult at this late day to gather accurate data from the fragmentary material available to formulate a consecutive record during the period of its existence here, yet sufficient is at hand to warrant attention and repay the effort of search and enquiry.

An impression prevailed, and the statement is in cold print, that the origin of the Hudson's Bay Company's business at these islands was in occasional shipments of goods consigned to Richard Charlton, the British consul, for disposal, which dated back to 1829. In a trial against Charlton in 1844 certain testimony was given as to his having been the early representative of the Company here, but giving no date. No record of transactions are discovered to substantiate this early claim, and in conflict therewith Alexander Simpson, an early official of the Company, and intriguer, as acting British consul with Lord George Paulet for the overthrow of the Hawaiian government in 1843, in his book¹ makes the statement that the agency of

¹ The Sandwich Islands, Alex. Simpson Esq., London, 1843.

the Company was established here in 1834 in the arrival of "an agent from London, appointed by the Hudson's Bay Company, for the purpose of selling the productions of its possessions on the North-west coast of America." The agent referred to was Mr. George Pelly², of whom Sir George Simpson, the Governor in chief of the Company's Territories in North America, in the account³ of his visit to these islands in 1842 makes mention, and as shown by the archives and early newspapers of the time here.

It is difficult to reconcile the foregoing evidence of the establishment of the Honolulu agency with the assertion of Mr. Alexander Simpson regarding his connection therewith, wherein he states: "I had been for many years an officer of the Company and in the spring of 1839 was summoned to proceed to the Sandwich Islands, to superintend mercantile operations which the Company proposed to carry on there. My first visit was one merely of observation and inquiry. After spending two months at Honolulu I returned to the Columbia River to confer with the manager of the Company's affairs there; the result of my recommendations being the shipment from England of goods to the value of upwards of ten thousand pounds—a shipment which I calculated could be repeated and increased each year. I touched again at that port in the summer of 1840 en route to California, and in 1841 I arrived at same place from the Columbia River⁴, fully empowered to assume the active management and control of the business which I had planned out, but through the loss of a near relative I embarked at once for England. After spending but three months there I was prevailed upon by the Governor of the Company to return to the islands on my former mission, but on my arrival there, the arrangements I had made and plans of business I had formed were overset by Sir George Simpson, the local Governor of the Company's Territories, and I immediately threw up the com-

² A close relative of Sir J. Henry Pelly, Bart., Governor of the Company.

³ Journey Round the World, Sir George Simpson, 2 Vols. London, 1847.

⁴ Note.—Confirming the above dates of Mr. Simpson's movements our files show the arrival, June 24, 1840, of H. B. Co's bark Columbia from the Columbia River, having as passengers Messrs E. O. Hall, Alex. Simpson and James Steel. These two latter were outward passengers again by the same vessel, July 15th, on her clearance for California. Mr. Simpson was a returning passenger again to this port by the same bark Columbia, January 2, 1841.

mission which I held as a chief trader in the service." Probably this had reference to an expansion of the Company's business here beyond merely the disposal of "the products of their North-west possessions," which new policy—if such it was—Mr. Simpson wished credit for. But we find evidence of increasing business in the direct importation of English goods previous to his advent.

With Mr. Pelly was subsequently associated a Mr. George T. Allan in the agency of the Company. This change probably took place about 1840, as Pelly's name as agent appears alone up to that time, while shortly before the arrival of Sir George various documents and advertisements couple their names as agents, and custom entries and manifests are signed by one or the other as "one of the agents of the Hudson's Bay Co." Alex. Simpson makes no mention of Mr. Allan, while Sir George refers to him simply as "an officer in our regular service." Mr. Allan is remembered as a person of affable, agreeable manners, and an ideal salesman, which position doubtless was his end of the business management. Mr. Pelly had a far different personality, both in appearance and temperament; a veritable "John Bull." A writer of his time termed him "an Englishman of the Englishmen, associating very little with the people of the town." Mr. Alex. Simpson describes him as "a man of harsh and repulsive manners," but in a suit against Charlton for defamation of character quite another trait was shown toward his vilifier.

Mr. Pelly was also the agent for Lloyd's at this port. Land Office records show him to have early become a landowner in the purchase, February 6, 1835, from Richard Ridley, for the sum of \$700 of the premises on Hotel street from Adams' Lane to the corner lot of George Bush, at Alakea, and confirmed later by Royal Patent to him. Both of these properties are now occupied as a site of the new Y. M. C. A. building. He also had as a summer retreat the Luakaha property in Nuuanu valley, previously held by a Captain Hinckley; now and for some years past in the Cooke-Atherton estates.

Our earliest records show a number of vessels of the Hudson's Bay Company connected with the commerce of this port from the Columbia River and from London, among which were the barks *Columbia*, *Vancouver*, and *Cowlitz*, as regular packets with the North-west coast, and occasionally others, more parti-

cularly, perhaps, in the import trade from London, en route to their Pacific Coast and Sitka stations. Thus the first paper published in English here, the "Sandwich Island Gazette," in its initial number, July 30, 1836, has among its marine intelligence the arrival on the 14th of the Br. bark *Columbia*, Darby, (Hudson Bay Co. Ship), 13 days from Columbia River, and the following day the Br. ship *Nereide*, Royal, (Hudson Bay Co. ship), 153 days from London, en route for the Columbia River, for which she sailed July 21st. Among the passengers per *Nereide* was noted the name of Rev. Herbert Beaver, a clergyman of the Church of England, chaplain to the Hudson Bay Co., accompanied by his lady, to join the colony of the Company at Fort Vancouver.

The earliest location of the Hudson's Bay Company's store here appears to have been on the Ewa, or north side of Nuuanu street, adjoining the "Blonde" lot cornering on King, premises that became well known as "Aienui"—great debt. Whether this term applied through a liberal credit policy of the agency during its occupancy, or was inherited from the earlier days of sandal-wood trade is not clear, but the name held for many years. The store is remembered as a two story shingle-sided building that stood end on to the street. An agreement of lease dated January 1, 1840, between George Pelly and Halelio (Haa-lilio), secretary of the king, of these premises is on file in the archives, "for the period of two years certain at \$700 per annum, with option of one, two, or five years additional on six months notice at same rate." There is nothing found to the contrary and the general belief is, that this lease was but a continuing occupancy of the same premises. Very few of the early mercantile houses ever gave their location in their business cards or advertisements, and the Hudson's Bay Company's agent or agents during all its years of existence here never broke the record in this respect. Little is gathered from the papers of their time on account of an apparent non-advertisement policy of the agency. The Gazette, already referred to, was in its second year before the Company's first advertisement appeared (August 5, 1837), of "lumber just received per H. B. Co. brig *Lama*, consisting of 30,000 ft. inch boards, 70 beams 18ft. 12x4 and 500 rafters 12 @ 18ft. (Signed) George Pelly, Agent H. H. B. Co." This ad was changed March 31, 1838, to note further lumber supplies, as also salmon, butter, flour, etc., per



SUNSET IN HONOLULU HARBOR

H. H. B. Co's bark *Nereide*, followed by one in December of like supplies per H. B. Co's bark *Columbia*, and again in February, 1839, per *Nereide*.

The ships of the Company engaged in the North-west trade appear to have made Honolulu a port of call en route from London early in its career here,⁵ leaving such freight and miscellaneous merchandise as found a ready market, and occasionally so on the homeward voyage. On this subject Rev. Samuel Parker, after describing the station of Fort Vancouver makes the following mention:⁶

"Besides what lumber is used in the common business about this station, one and sometimes two ship loads are sent annually to Oahu, Sandwich Islands, and sells for about fifty dollars the thousand feet. Spars and timber for shipping are also sent to that market. * * * Not less than a ship load of goods is brought from England annually, and always at least one in advance of their present use, so that if any disaster should befall their ship on her passage, the business of the Company would not have to be suspended. Thus there is rarely less than two ship loads of goods on hand. The annual ship arrives in the spring, takes a trip to Oahu during the summer freighted with lumber to the island, and bringing back to Vancouver salt and other commodities, but generally not enough for ballast; and at the end of September, or in October, she sails for England with the peltries obtained during the preceding year."

Vessels from the Columbia River for Honolulu during the existence of the Company's agency at San Francisco occasionally touched at that port en route. That station was discontinued in 1846, the Hudson's Bay Company selling out their establishment at Yerba Buena and embarking their people and effects on the *Vancouver* for Columbia River: Howard & Mellish of Boston being the purchasers of the business and premises.

Among the documents on file in the Archives is the draft of an agreement dated February 11, 1840, between Governor Ke-kuanaoa and George Pelly, permitting the latter to take sixty

⁵ Note.—Vessels of the Hudson's Bay Co., leaving London, from 1835 to 1844, and may be later, brought out selections of toys, clothes, and fancy articles from a Mrs. Saunders, of Dover St., Southwark, London, for disposal here by auction or otherwise for the benefit of the Oahu Charity School. The sum realized for this object at the latter year above given had reached upwards of \$2,500. (Wyllie's Notes)

⁶ Journal of an Exploring Tour, Rev. Samuel Parker, 3rd Edn. Ithaca, 1842.

Hawaiians for the Company's service in the Columbia River for a period of three years, to be returned at the end of said term on penalty of \$20 each, excepting only in the event of their death. Like permission must have been secured earlier, for Sandwich Islanders were desirable members of the Colony. Sir Geo. Simpson makes mention in his work of the valuable assistance rendered the settlement by half a dozen Hawaiians during a threatened attack in 1829 from the Indians on the Umpqua River.

Mr. Pelly is found among Honolulu's philanthropic citizens in supporting the movement for the maintenance of the Oahu Charity School. In 1839 he succeeded Chas. Brewer as "honorary secretary of its Committee," and toward the close of 1840 signs the call for the annual meeting of subscribers for January 6, 1841, to take place at the house of Messrs. Hungtai. This was the Pagoda building that stood on Merchant street, near Fort.

A matter not so much to his credit was his attitude in regard to public road improvement, for there is on file in the Archives a protest by Pelly and others against being taxed for work on public roads, though they would be the most benefitted. As a consequence Governor Kekuanaoa discontinued the proposed improvements. There is another protest filed by him about the same time, with Skinner and Greenway joining, against domestic servants being taxed (in accordance with the law) in lieu of their working on the public roads. While on the subject of protests it may not be amiss to mention one of September 30, 1842, wherein George Pelly and Geo. T. Allan protest to the king and Governor Kekuanaoa against Alexander Simpson being recognized as Acting British consul. How much this may have been induced by personal motives, or from a knowledge of the intriguing character and ulterior motives of the man, proving him too prejudiced for so important an official position we know not, but subsequent events so proved these facts, that they did but rightful public service, whatever the motive. Mr. Simpson showed himself a willing accomplice of British consul Charlton in fomenting trouble with the Hawaiian government and magnifying grounds of complaint for alleged injuries to British subjects, hence his selection to succeed him during his absence.

At this crisis in the state of affairs Sir George Simpson, Gov-

vernor of the Hudson's Bay Company's provinces (and uncle of Alexander), arrives on the scene, much to the nephew's discomfiture. Sir George, with his secretary, Mr. Hopkins, arrived at Honolulu, February 12, 1842, on the *Cowlitz*, from Vancouver, via San Francisco and Santa Barbara, accompanied into port by the Am. brig *Joseph Peabody*, Capt. Dominis, from Mazatlan. He was visited on the vessel while waiting to enter "by Mr. Pelly, agent of the H. B. Co., for these islands and Mr. G. T. Allan, an officer in the same service."

The next day the *Vancouver* touched here en route to the Columbia, resuming her voyage March 14th and taking Mr. Hopkins, for England. Following her departure attention was devoted to local conditions, etc., which Sir George says he found very much divided; merchants being pitted against each other by nationalities, politics and religion; used in many cases "as a cloak over more sordid motives, rivalry in trade often lurking at the root of the evil. * * * This belligerent spirit offends leads to serious litigation, forcing into court cases which, in a different state of feeling would be settled amicably by the parties themselves. During my short stay I was, I believe, useful in adjusting some of these differences."

At Honolulu Sir George held conferences with Kekuanaoa and Dr. Judd on affairs of state, more particularly on the subject of taxation and finance matters, and in discussing trials by jury he is credited with suggesting the advisability of the government having an attorney-general. These matters concluded he then left on the *Cowlitz*, March 17th, accompanied by Mr. Charlton, and Mr. Pelly, for a visit of several days to the Court at Lahaina. At Mr. Richard's solicitation Sir George consented to be bearer of dispatches to England. Several conferences with the king and premier on affairs political were held, at which upon Sir George's suggestion, it was decided that Mr. Richards should proceed to England as envoy, toward the expenses of which George Pelly was directed to grant the king an order on the Hudson's Bay Company of London for ten thousand pounds sterling should he require it. Later it was decided that Haalilio, the king's secretary, should accompany Mr. Richards on this mission for the recognition of Hawaiian Independence. Papers being in readiness and signed, Sir George left March 24th for London, via Sitka and across Siberia.

The following early movements of the Hudson's Bay Company's vessels at Honolulu present some points of interest.

Bark *Columbia* arrived here July 14, 1836, 13 days from the Columbia River; a very smart passage. She returned to same port August 1st and was back here the latter part of December, en route for London, for which port she sailed January 5, 1837.

The arrival of the *Nereide* from London, and later from the Columbia River is already mentioned. She was also a returning ship from that station in February, 1839.

March 28, 1839, the *Vancouver* touched here from London, leaving a week later for the station of that name. July 24th she returned here with a cargo of lumber, spars and salmon.

After 1840 the following additional vessels appear in the Company's service, viz: Bark *Brothers*, from London, with staple goods and naval stores, and later engaged in the Columbia River trade. Ship *Nepaul* from London, via Valparaiso. Bark *Cowlitz* from Columbia River, June, 1841, bringing lumber for the new stone church, and from London, in 1842, as has been already shown, apparently becoming a regular packet with the barks *Columbia* and *Vancouver*. Ship *Admiral Moorson*, from London, April 10, 1845, by which vessel came as passengers for this place Mr. and Mrs. Thomas Brown and 4 children, Mr. and Mrs. R. Covington, Miss Rhodes, H. J. Rhodes and Jas. Robinson, all of whom became creditably identified with these islands. The brig *Mary Dare* also has frequent mention following her first noticed arrival from London, April 14, 1847. Several other names are met with but, apparently, were transient vessels only.

Following the formation of Constitutional government in Hawaii, and the application of the first tariff act, approved May 11, 1842, to take effect January 1, 1843, the first vessel to make customs entry and pay the ad valorem duty of 3 per cent provided therein was the Hudson's Bay Co's bark *Vancouver* from the Columbia River, January 6, consigned to G. T. Allan, agent for the Company.

The clearance and entry of vessels of the H. B. Co., during the preceding year, indicate considerable commercial activity in 1842.

This prominence of the commercial interests of the Hudson's Bay Company in Hawaii, doubtless led the historian Jarves in his first History of the Hawaiian Islands to express the fear of its ultimate destiny of "swallowing up all individual enterprises, whether English, French or American," and quoting

Greenhow as authority for this result experienced in their trade on the North-west Coast of America, wherein he states:

"The Hudson's Bay Company have already driven American shipping from its former branches of lucrative trade. * * * and within a year have made a bold attempt to monopolize that of the Hawaiian Islands. In this, if a judgement can be formed from their past successes, their wealth, sufficient to exhaust the puny competition of individual traders, and the determination exhibited, which boldly avows for its object the extinction of American commerce in that region, they may be successful.

"Allied with this design, is the object of either securing the action of the Hawaiian government in their favor, or of having it pass into the power of their own."⁷

These jealous fears, so far as the Company's designs of trade and political monopoly in these islands were concerned, were so unwarranted that the unjust aspersions were withdrawn in subsequent editions of his history, and in place thereof the beneficent influence of its officers in sustaining the government in its course and policy is acknowledged.

During the political excitement attending the seizure of the islands by Lord George Paulet, February 25, 1843, little is learned but much may be inferred as to the effect on the business of the Hudson's Bay Company or its representatives, against which the dominant party was at enmity, personally and politically, and a successful suit by Mr. Pelly, agent of the Company, against Charlton for some £3,000 on behalf of parties in Valparaiso, for debt, about this time, did not lessen the breach. The next year, Mr. Pelly in self defense brought a suit against Charlton for slander, which, on a jury trial like the other, obtained a verdict and the award of damages of \$3,450 and costs, which claim Pelly the next day offered to waive on payment of the lawyer's fee in the case.⁸

From this period for several years a more liberal use of advertisement space in the papers is noted, and the business card of the concern reads:

George Pelly & George T. Allan,
Agents for the
Hudson's Bay Company.
Honolulu, Oahu, H. I.

⁷ History of Sandwich Islands, Jas. Jackson Jarves, Boston, 1843.

⁸ Polynesian, January 29, 1844.

In the licenses taken out for wholesale and retail merchandise and wholesale spirits, and their renewals, they are found in nearly all cases in the name of the agents, not of the Company, except in a few instances for the spirit license.

By the ship *Nepaul* from London, via Valparaiso, February 25, 1845, arrived Mr. Chas. Gordon Hopkins, who had been strongly recommended to the service of the government by Sir George Simpson, and during his many years of residence here filled successively a number of responsible official positions. The advertisement of goods by this vessel by the agents of the Company occupies three fourths of a column in nonpareil type, and shows the varied assortment of goods selected for this market. This was succeeded by a half column one of miscellaneous goods ex *Cowlitz*, and renewed from time to time thereafter as new supplies came to hand, occasionally including Chinese goods.

Regarding the character of products and dealings of the Hudson's Bay Company the following extract from an English paper relating to the Vancouver station bears out well the Company's reputation and policy during its existence here, for it was well known as "a one price store;" of good quality goods; the rate was the same whether singly or by the dozen.

"A regular price is set upon everything. Their goods are all of the most superior kind, and it is no less a rule to sell them reasonable than it is to have them good."

In the steps taken by the government toward the construction of water works and laying of mains for supplying the town and shipping, among others Mr. Pelly was asked if the Hudson's Bay Company could furnish an estimate of cost for cast iron and lead pipe, etc., necessary to connect with a Nuuanu reservoir planned near the second bridge. He replied, January 7, 1845, that he would transmit same to the Company in London, the reply to which is found dated September, 1847. Filed with it is another estimate, without date, signed by P. & J. Russell, Engineers, Sydney, placing the cost of pipes, lead for joints, freight, and cost of laying at \$9,722.30. Neither parties, however, got the bid, for the initial material for the establishment of Honolulu's water system came from Boston in 1850.

Mention has been made of a loan from the Hudson's Bay Company for the expenses of Hawaii's envoys abroad. The

⁹ London Mail, September 8, 1848.

government was again a borrower from them in 1843 to the amount of \$13,800, for loans to Ladd & Co., obtained in London through Mr. Richards by P. A. Brinsmade to meet his Belgian scheme expenses.¹⁰

R. C. Wyllie, Minister of Foreign Affairs, in a letter to Sir George Simpson of May 1, 1845, (among other things) thanks him and the Hudson's Bay Company for important services on many occasions, and requests that the Company's ships may be permitted to bring needed government supplies when there was room.¹¹ Another Foreign Office document of July 5, 1847, addressed to George Pelly is on file which states: "Great as have been the obligations of this government to the Hudson's Bay Company for pecuniary aid in times of difficulty, they are not greater than those arising from the moral aids by the orderly and friendly example of yourself and other agents of that powerful British Commercial association during periods of political excitement."

In February, 1846, a selection of Hawaiian fancy wood was sent by the Hawaiian government to A. Barclay Esq., London, to be made into a table each for Sir George Simpson and Sir J. Henry Pelly, "in esteem and gratitude for important services;" doubtless referring to their labors for the recognition of Hawaiian independence.

Preparation was made this year (1846) for the moving of the Hudson's Bay Company's store from its Nuuanu street quarters to the corner of Queen and Fort streets, now occupied by the Beaver block. A lease is on record, in Hawaiian, from Chas. Kanaina to George Pelly for said premises for the term of 25 years from February 1, 1846, at an annual rental of \$500, all buildings and improvements to be erected thereon to revert to the lessor at end of said term. The lease contains the covenant that the lessor shall not distill nor sell liquor on the premises, but consents that new buildings may be erected of wood and shingled, as he may wish, during the years of said lease. This permission for the erection of wooden and shingled structures had reference, probably, to the style of house the agency was occupying at the time. As a matter of fact the best part of the year was occupied in the erection of a two story coral building

¹⁰ Arbitration Report, Hawaiian Government vs. Ladd & Co.

¹¹ A high tribute to Sir Geo. Simpson by Minister Wyllie may be found in his report to the Legislature of 1855.

with slate roof, fronting on Queen street, and adjoining Charlton's property, while one story storage buildings ran along its Fort street length and back along the French & Greenway premises. The store stood end on to the street but some little distance off the road, having a front veranda partly enclosed; the stairs were in front at the right side of the doorway, leading to the upper veranda. The exact time of removal to these new quarters was not deemed worthy of paper mention, or notice by advertisement of the agents themselves, but it is learned approximately by the removal notice to Nuuanu of the succeeding tenants, Everett & Co., under date of January 16, 1847, of "having taken the store and premises lately occupied by the agents of the Hudson's Bay Co.

David McLaughlin, a prominent officer of the Company's North-west stations made a visit to Honolulu in 1846, arriving here from the Columbia River September 22nd, per bark *Toulon*. The object of his mission was doubtless one of business supervision and enquiry, though the length of his stay eludes our search.

Following the political disturbances of 1843 referred to, came the disastrous failure of Ladd & Co., that disrupted business in the islands to its very center. Likely their credit at the Hudson's Bay agency had been strained to the limit, for among the victims calling for an exhibit of its affairs Pelly and Allan appear second on the list. One sheriff's sale on execution issued by the court against Ladd & Co., in their favor was for \$2,010.48. Mr. Pelly's name occurs frequently as an assignee in various bankruptcy cases, which may mean a pecuniary interest therein in behalf of the Company.

Mr. McLaughlin's report on agency conditions here evidently could not have been of a quieting nature for as early as March 4, 1847, Mr. Dugald MacTavish arrives from the headquarters of the Company, Vancouver, by way of San Francisco, per brig *Currency Lass*, and enters upon an investigation of business affairs which, in due course, reveals Mr. George Pelly to be indebted to the Company in a large amount. Of this we will deal later.

No change in the advertisements or business card of the agency takes place till July 3rd, which was the last appearance of the half column ad by Pelly & Allan, agents H. B. Co. of "goods ex *Mary Dare*," and the issue following (July 10th), was

the last insertion of their business card. It is not shown at once that Mr. MacTavish succeeded to the agency of the Company in these islands, though the renewing licenses from July 1, 1847, are in his name. Publicity by advertisement of any change is carefully avoided. Advertisements thereafter are simply by "Agents of H. B. Co.," no names being given; or in the arrival of their vessels with goods, it is to "H. B. Co's Agents" as in the case of brig *Mary Dare* in July, 1848. In the arrival of that vessel, July 3rd, came James Douglass, Esq., Chief Factor of the Hudson's Bay Company and Chas. Stuart, Esq., his secretary; the object and length of whose stay is not mentioned, but very likely it had to do with the investigations in progress for Mr. Pelly was still in the field, his name and MacTavish's appearing together in a case at court July 15th, as though alike agents of the Company. Of Mr. Allan, and the date of severing his connection with the Company here the press is silent, but from this station he went to San Francisco during the gold fever exodus; the custom house records say per bark *Wm. H. Shailer*, June 14, 1850. Mr. Pelly left for England much later.

At the called meeting of merchants of the organization of the Honolulu Chamber of Commerce, October 15, 1850, at the store of Starkey, Janion & Co., Mr. Dugald MacTavish was among the first signers,¹² thus showing he was alive to the promotion of Hawaii's commercial interests.

The records show an assignment October 28, 1850, by George Pelly to Asher B. Bates, trustee, "of all his real estate and personal property and effects of every description—saving and excepting only his personal wardrobe and small stores for a voyage from Honolulu to London, England," for the following stated object:

"Being justly indebted to the Hudson's Bay Company in the sum of \$36,514.38 for which he has this day given his promissory note and is unable at present to pay the amount of same and deems it just and reasonable to secure and pay the amount of said note and all other just liabilities for which he is personally responsible * * * doth assign all his real estate (described) and personal property, etc., (as above stated) for disposal with all reasonable speed to the best interests of all parties to be benefitted, and after the lapse of ten months from

¹² Sheldon's Reminiscences, Saturday Press, March 23, 1882.

date hereof, should said note be then unpaid and other liabilities unliquidated, to sell and dispose of all of said real estate, etc., hereby conveyed at auction or otherwise, and from the proceeds * * * shall * * * pay over to and among all creditors who shall have filed their claims, etc., in proportion to the amounts due each, without prejudice."

In September, 1851, Mr. Bates conveyed Pelly's Hotel street property to D. MacTavish in trust for H. B. Co., for the sum of \$4,350, and in May 1854, the lease of the Queen street store was transferred to Robert Clouston, agent Hudson's Bay Company for the nominal consideration of one dollar.

Little is gleaned of the doings of the agency or agents in the early fifties. Ads are scarce and small in this period. After long silence Oregon lumber is advertised June 26, 1852, by the Agents of the Hudson's Bay Company, by a three line notice, while another of four lines offers for freight or charter the Br. bk. *Reliance*.

The same month Dugald MacTavish advertised for claims against him as Agent of the Hudson's Bay Company, being about to leave the islands. No passenger lists being given in the local papers the greater part of this year we do not find when Mr. MacTavish took his departure, though his successor, Mr. Robert Clouston arrived in the islands October 7th of the previous year per *Mary Dare* from Victoria.

August 28, 1852, appears a new third column ad of sundry goods "On sale at the stores of the H. B. Co., recently from China and London," and in November an auction sale is announced for the 17th at the H. B. Co's store—something very unusual for that concern—indicating a new policy, or closing up consignments. The change is further noticed in more liberal advertisements thereafter, but in no case is the name of the agent connected therewith given, as in the days of Pelly & Allan. Mr. Clouston was a Scotchman by birth; a quiet, shrewd business man and much liked in the community.

In August of 1858, Mr. Clouston left Honolulu per bark *Fanny Major* for San Francisco, for a rest and change, but he had stuck to his post too closely and too long, for after a short illness of but four days he expired on the 14th, five days from this port, and was buried at sea. He was but about 36 years of age, and in his residence here he had endeared himself

through those sterling qualities which characterized the upright mind, the kind heart and gentlemanly deportment.¹³

The agency at these islands waited the arrival of his successor until the coming of Mr. James Bissett, January 28, 1859, by way of San Francisco, per *Black Hawk*. We find him welcomed in one of our local papers as follows:

"We notice the arrival of a new agent to the Honolulu station of the Hudson's Bay Company in the person of J. Bissett, Esq., who takes the place of Robert Clouston, Esq., deceased. As the Hudson's Bay Company is one of the oldest commercial fixtures in Honolulu, dating back to 18. ., it is but just that we should welcome hither the new comer, hoping that he may secure in an equal degree the same respect, good will and warm friendships which were the due and the guerdon of his predecessor."¹⁴

November 26, 1859, appeared a notice of withdrawal of the Hudson's Bay Company with commercial mention thereon in the *Polynesian*, also an ad in both papers signed by James Bissett, agent, for applications to purchase the stock, right and interest in the premises and goodwill of the business, possession of which could be given immediately. The announcement was something of a surprise to the community, nor was there a disposition to take advantage of the offer, for it took several months to wind up their affairs.

Mr. Bissett, wife and child, left the islands for Victoria per bktn. *Jenny Ford*, August 25, 1860, regretted by a wide circle of friends his business and their social qualities had won them in their brief stay. On the agency's closing the *Polynesian* pays the following tribute:

"As a mercantile house, in all that constitutes the credit and glory of a merchant, the Hudson's Bay Company's agency in Honolulu stood in the foremost rank. It was for years a sort of commercial moderator, a mercantile balance-wheel when fluctuations seized on others. Their withdrawal from Honolulu was understood to be owing to the fact that the discovery of gold mines on Fraser River and consequent settlement gave new employment for the capital of the Company nearer home."

¹³ *Polynesian*, September 20, 1858.

¹⁴ *Polynesian*, February 5, 1859.

The Story of the Trans-Pacific Cable

BY W. D. ALEXANDER, LL. D.

(Read at the Annual Meeting, January 24, 1911.)

The seventh anniversary of the laying of the trans-Pacific telegraphic cable has just passed. There lay behind it many years of persevering labor, of tantalizing hopes, and heart-breaking disappointments. For forty-five years after Cyrus Field had laid the first Atlantic Cable, to use the words of a leader in the enterprise; "The Pacific Ocean was as innocent of cables as the pond of a country village."

The imperative need of telegraphic communication between Hawaii and the Mainland had long been keenly felt, but until the development of trade with the Orient, it was impossible to interest capital in the enterprise.

This was not the fault of Hawaii, which has done even more than its share to establish the cable. Its legislature passed four distinct cable Acts, carrying subsidies, while numerous bills were introduced at different times into both houses of Congress, and several companies were organized for the purpose, but all in vain, until Mackay cut the Gordian knot by offering to build the cable without any subsidy or exclusive privilege.

I propose to trace the history of these endeavors chronologically from the beginning. It has been very difficult, however, to collect the necessary data.

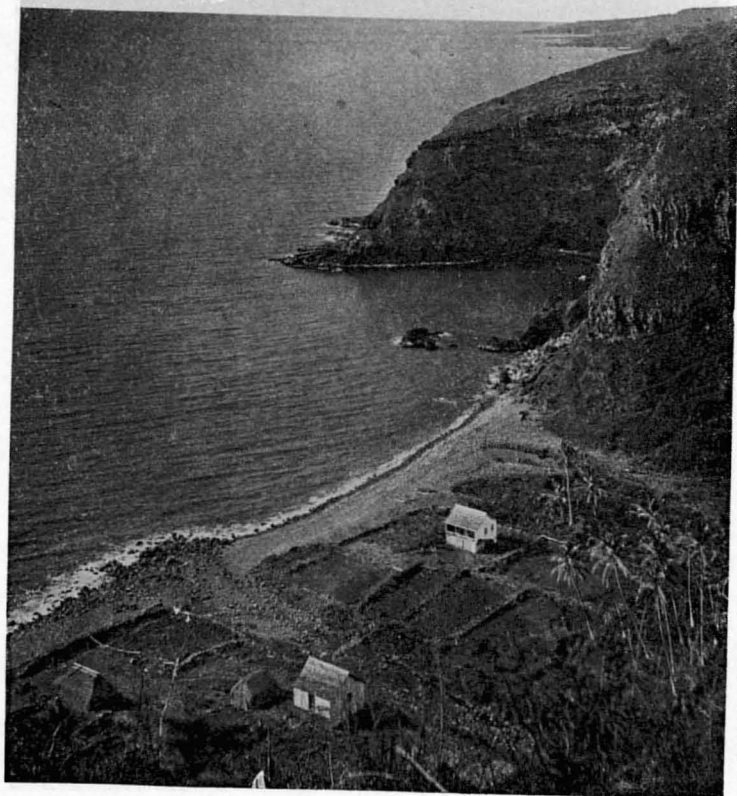
LEGISLATION IN 1874.

The first step was taken by the Hawaiian Government in August, 1874, when an Act was passed, authorizing the Minister of the Interior to permit any incorporated company to lay lines of telegraph, offering the free use of roads, facilities for terminal stations and exemption from port charges and duties.

At the same time Mr. Cyrus W. Field, not satisfied with his success in laying a telegraph cable across the Atlantic, longed to complete the circuit of the globe. In August, 1871, he had addressed a memorial to the Czar, Alexander II, advocating the laying of a trans-Pacific cable, and requesting the aid of the Russian government for the enterprise. In the fol-

Picture below is west shoulder of Wailua Cove, Island of Maui, with PUHILELE Pt. and village of Kipahulu $2\frac{1}{4}$ miles in distance. Picture was on cover of Hawii Telephone 1967 Directory. The company admits it was mislabeled "Makasala, Maui". The same picture in the archives was labeled "Malika Gulch, Maui". Picture identified in February, 1968 by Colin Lennox, B. Van Tappan, Ernest Grey and Josephine Mederiss (Hana). Thanks to Lennox!

CH Hunter



~~KOES HEAD~~

Where the Cable between the Islands was attempted

lowing year he visited St. Petersburg in behalf of the project, but failed to obtain any material aid from that quarter.

In 1875 he corresponded with the Hawaiian government, and received a letter written March 9, 1875, by the Hon. W. L. Green, assuring him of the friendly interest of the government, and its willingness to grant him an exclusive right for twenty years. It appears that Mr. J. T. Waterhouse was acting at that time as Mr. Field's agent in London.

Captain Audley Coote, an indefatigable promoter, residing in Hobart, Tasmania, also wrote to the Hawaiian government at this time, proposing to form a company to lay the cable, without any exclusive privilege. He continued to carry on a voluminous correspondence on the subject till the end of the century, without any result.

In 1874 the U. S. S. "Tuscarora," under the command of Admiral Belknap, surveyed the route between Monterey and Honolulu, which was found to be well adapted for the purpose of laying a cable.

THE MORENO COMPANY.

On August 15, 1876, an Act was passed by Congress, entitled "An Act to Encourage the Promotion of Telegraphic Communication between America and Asia." By the terms of this Act a franchise was granted to Celso Cesar Moreno, Alvinza Hayward, Leland Stanford, Mark Hopkins and 21 others, to lay and operate a cable between the United States and the Asiatic Coast, the laying of said cable to begin within three years. This appears to have been a purely speculative enterprise, initiated by Moreno. A number of the persons named in the Act had good-naturedly allowed Moreno the use of their names, while several others stated that their names had been used without their consent. No subsidy or exclusive privilege was granted by this Act.

Moreno immediately endeavored to dispose of this franchise to some cable company, but without success. It is a curious fact that in spite of the many efforts afterwards made by powerful corporations to secure a legislative franchise, the above is the only Act on the subject ever passed by Congress.

Many of those present remember the part which Moreno played here in 1880, and the bill which was introduced into the Hawaiian Legislature that year, (guaranteeing a bonus of a mil-

lion dollars in gold, to be paid to his Trans-Pacific Cable Company), and was defeated by the Wilder Ministry.

On March 10, 1879, Mr. E. H. Allen, the Hawaiian Minister in Washington, addressed a letter to Mr. Cyrus W. Field, stating that the Hawaiian Government would be willing to grant to him and his associates the exclusive right to land and operate a submarine telegraphic cable to the Islands, for a term of 25 years.

Mr. Field replied that he would try to raise the capital required for the purpose in England, and that he would himself subscribe \$100,000.

THE AUDLEY COOTE CONTRACT.

Mr. Audley Coote heard of this, and wrote to Hon. W. L. Green, inquiring whether Mr. Field had acquired an exclusive right to lay such a cable. He was informed that no exclusive right had been granted, but that Mr. Cyrus W. Field was pushing his project of completing the telegraphic circuit of the globe.

A protracted and voluminous correspondence then ensued between Mr. Audley Coote and Mr. W. M. Gibson, Hawaiian Minister of Foreign Affairs. Mr. Gibson repeatedly asked for a definite offer with full information in regard to the status of Coote's associates, and their ability to carry out such an undertaking. At length, on March 15, 1884, Mr. Coote replied that a syndicate had been formed, consisting of gentlemen in Melbourne, London and New York; that the cable would probably cost £3,000,000, but that this sum could not be subscribed until negotiations should be completed with the several governments concerned, viz; the several Australian Colonies, New Caledonia, Fiji, Hawaii, the United States and Great Britain. He said: "No information as to the status of my principals would be any guide to you at present, as the ultimate principals will be those who are to subscribe the three million sterling."

His offer at that time was 1st, To lay and operate a cable between Australia and America for 21 years, with which Hawaii should be connected; 2nd, Messages to be charged for in proportion to mileage; 3rd, That the Hawaiian Government grant an *exclusive* right to land and operate cables in any part of the Kingdom.

Mr. Gibson replied on April 19, 1884, that the subject of

cables would be brought before the coming Legislature, but that "the probability of favorable consideration being given to your proposals is much impaired by the *absence* of any information as to the individuals for whom you purport to be acting, their means, and commercial status."

At length, on June 10th, 1884, Mr. Coote wrote that he was acting in behalf of a syndicate called "The Australian Cable Syndicate," and gave the names of a number of gentlemen, among whom Messrs Latimer Clarke, Muirhead & Co. of the Electric Manufacturing Co., London, appeared to be the moving spirits. Their plan was stated to be to obtain subsidies from several governments, amounting to two million pounds, which was the amount proposed to be expended on the cables. Mr. Coote asked that the concession be granted to himself absolutely on the following conditions, viz: (a) that the construction of the cable be commenced in London within 18 months from date of offer; (b) that one third of the cable be laid in 24 months and (c) that it should be completed within 30 months from date. That a subsidy of £13,000 per annum be paid for 25 years, semi-annually in London. The rate for messages to be one shilling and sixpence per word from Honolulu to either San Francisco or Queensland, and for Government messages half of the above. He also stipulated for permission to transfer the concession to a company to be formed; and for the company to sell the lines to the Australian governments.

The subject was brought before the next Legislature, which passed an Act, August 29, 1884, supplementary to that of 1874, authorizing the Minister of the Interior to contract for establishing and maintaining cable communication with San Francisco, and to pay a subsidy of \$20,000 a year for 15 years. Mr. Coote was notified of this action, and advised to accept \$20,000 a year in lieu of \$65,000.

During the same year Mr. Field was in Washington, pushing his project with tireless energy. He declared that when the cable across the Pacific should have been laid, he should rest. But capitalists could see no profit in the venture without large Government subsidies, and Congress was not willing to engage in the business.

Meanwhile the plan of an "all-British cable," to connect Australia, Canada and the Mother Country, had been mooted

and the subject was agitated both in Canada and Australia. It was not a matter of mere sentiment, but had strong political and military reasons in its favor. Since going into effect, it has reduced the rates to the Colonies one-half.

It was opposed, however, by a powerful monopoly, consisting of the Eastern Extension Telegraph Company and its connections, controlled by Sir John Pender. This company had a monopoly of the Australian and Oriental telegraph business, and had powerful connections and influence, both in England and in the Colonies. It took twenty years to overcome this opposition and the natural obstacles in the way, before the "all-red" cable was laid.

In 1886 Canada sent Mr. Sanford Fleming and Sir John Tupper as her agents to London, to negotiate with the Home Government on the subject. In 1887 a Colonial Conference was held in London at which resolutions were passed, but nothing seems to have been done.

It may have been in view of intimations from that quarter that the Act of 1884 was amended by the Hawaiian Legislature on August 28, 1886, so as to read "between Honolulu and San Francisco *or any other* port or place on the North American Continent, connecting with the American telegraph system." This amendment was passed in the hope of obtaining assistance from Canada to lay the cable.

Mr. Audley Coote continued to agitate the subject, and visited Honolulu in 1887, where he was influential in procuring the passage of an Act at the special session, on Dec. 16, 1887, which authorized the Cabinet to enter into a contract with Mr. Coote, his associates and assigns, granting an *exclusive* franchise for the first time, not however, to be good as against any *foreign government*, and an annual subsidy of \$20,000 for 15 years, for construction and laying of a cable between some point on the North American Continent and some point in any of the Hawaiian Islands, and also of a like cable between the Islands.

"*Provided*, that if the Minister of Finance shall at any time after the 1st of August, 1889, require *assurance* that such cable shall be completed not later than August 1st, 1890, and if the constructors fail to give assurances satisfactory to the Hawaiian Government, the exclusive right shall lapse upon notice to that effect being given to said constructors."

Government messages were to be free of charge up to the amount of the subsidy, reckoned at half rates. It was further stipulated that "such constructors shall never make or permit any combination, pool or other agreement with any other person or company, who shall hereafter own or operate any cable through or across the Indian or Pacific Oceans to or from the Australian Colonies, or to or from the Hawaiian Kingdom, the effect or purpose of which shall be to increase rates of telegraphy to or from the Hawaiian Islands."

The rates for messages between America and the Hawaiian Islands were to be two-fifths, and those between the Islands and Australia three-fifths of the whole. Within six months after the completion of the trans-Pacific cable, the constructors were to lay cables between the principal islands of this group. Under the terms of this Act a contract was then made with Mr. Audley Coote.

As Mr. Coote depended upon success in bringing about the cooperation of the governments of Great Britain, Canada, Hawaii, New Caledonia and the five Australian colonies, it is no wonder that he failed. On May 15, 1888, he asked that the exclusive right he made *absolute* in his favor, which was refused. On August 16, 1889, the Hawaiian Minister of Finance asked Mr. Coote for satisfactory assurances that the cable would be laid from the American coast to the Islands by August 1, 1890. As no reply was forthcoming, he was warned by the Minister of Finance, on May 9th, 1890, that his exclusive rights might be rendered void upon notice being given him to that effect by the Hawaiian Government.

On July 4th, 1890, Mr. Audley Coote wrote that delegates from Canada would arrive in the spring, when a Conference would be held, and proposals submitted to the several parliaments concerned, and that the cable would be laid on a guarantee of 4 per cent of its cost. On August 1st, 1890, he wrote again, begging for an extension of his exclusive right to another term. In reply, the Minister of Foreign Affairs informed him that his exclusive right to lay the cable had lapsed by reason of his failure to furnish satisfactory assurances that it would be laid not later than August 1, 1890.

THE FIRST PACIFIC CABLE COMPANY.

The public-spirited citizens of Hawaii were now convinced

that they must do something themselves to obtain the desired boon, and a company was incorporated in 1889 under the name of the Pacific Cable Company, the incorporators being W. G. Irwin, H. P. Baldwin, H. F. Glade, P. C. Jones, H. A. Widemann, Paul Isenberg, James Campbell, G. N. Wilcox, J. T. Waterhouse, M. P. Robinson, S. N. Castle, W. O. Smith, S. M. Damon, Cecil Brown and T. H. Hobron. The purpose of the company was stated in its charter to be "the construction, laying and maintenance of cables between Hawaii and California, and between Hawaii and the Empire of Japan." The capital stock was placed at one million dollars, with the privilege of extension to ten millions, and \$750,000 worth of stock was subscribed for.

The Hon. A. S. Hartwell was the leading spirit in the formation of this company, and was elected its president. Estimates of the cost of a cable between Honolulu and San Francisco were procured from experts, who estimated it to be about three million dollars. No exclusive right or subsidy was guaranteed to this company. An effort was then made to secure subscriptions to the stock in San Francisco, but without success. The excessive estimated cost, and the unresponsive attitude of San Francisco threw a damper upon the enterprise, and nothing was done at that time.

GENERAL HARTWELL'S COMPANY.

Gen Hartwell visited Washington in July 1890, and laid the matter before the Department of State, which was friendly to the enterprise. On his return he took it up individually. Largely through his efforts, the Hawaiian Legislature passed a new Act November 15, 1890, authorizing an exclusive franchise, and an annual subsidy of \$25,000 for 15 years. Under this Act, the Government entered into a contract with Gen. Hartwell, giving him the privileges authorized by said Act, provided that he would furnish a satisfactory guarantee by January 1, 1892, to furnish telegraphic communication with the American Continent by January 1, 1894.

Armed with this contract he went to San Francisco, where he organized a California corporation consisting of Messrs William Alvord, S. T. Alexander, Charles R. Bishop, Alfred S. Hartwell, Hugh Craig and others. He then proceeded to Washington, where Senator Mitchell of Oregon, at his in-

stance, introduced a bill (S. 4947) into the Senate on January 27, 1891, granting the company a franchise and an annual subsidy of \$200,000 under the name of the "Pacific Cable Company," "for the purpose of constructing and operating submarine cables from San Francisco to the Hawaiian Islands, and thence to New Zealand and Japan." The same bill was introduced in the House by Mr. Morrow, of California (H. R. 13372).

It was, however, so near the end of the session that the incorporation by special bill was abandoned, and the desired object was sought to be attained by tacking a "rider" to the diplomatic appropriation bill, appropriating the sum of \$3,000,000 payable over a period of 15 years in sums of \$200,000 annually, to any company with which the President of the United States should contract, for laying and maintaining a submarine cable between California and the Hawaiian Islands. General Hartwell had offered to turn over his Hawaiian franchise to the United States Government, if it would undertake to build the cable.

This was the first of a long series of bills introduced into Congress upon the subject of a Pacific Cable. It was passed by 35 yeas to 22 nays in the Senate, and received strong support in the House, but on being brought to a vote on the last day of the session was defeated. General Hartwell's franchise was afterwards extended by the Hawaiian Government to January 1, 1893. The stormy days of the revolution then came on, and nothing further was accomplished.

In 1891-2 the U. S. S. "Albatross" and "Thetis" were employed in surveying the route between San Francisco and Honolulu. This survey resulted in the valuable report drawn up by Com. Richardson Glover, hydrographer of the Navy.

THE NECKER ISLAND AFFAIR.

In May 1857, the Hawaiian Government had sent an expedition under Captain John Paty, to take possession of the islands and reefs to the north-west. It happened that no landing could be made at that time on Necker Island, a rocky islet about 400 miles N. W. of Kauai.

In May 1894 it became evident that this defect in the Hawaiian title to Necker Island had been discovered by the promoters of the "all British Cable." A Canadian gentleman, connected

with the Cable enterprise had made minute and significant inquiries about that island on his arrival in Honolulu. At the same time it was observed that H. B. M.'s cruiser "Champion," was in port, preparing to go to sea, ostensibly on a target practice cruise. In order to forestall any question about the ownership of the island, the Cabinet decided to act at once. Accordingly on the 25th of May, 1894, the steamer "Iwalani" was chartered, provisioned and despatched for the Island, on short notice, under the command of Captain J. A. King.

The Hawaiian flag was raised there on the 27th, and due proclamation made that the island had been taken possession of in the name of the Hawaiian Government.

A second Colonial Conference was held in Ottawa, Canada, in June and July, 1894, at which strong resolutions were adopted in favor of laying a trans-Pacific cable, to be owned by the Governments of Great Britain, Canada, and the Australian Colonies. It was voted that one-third of the cost should be borne by Great Britain, Canada and the Southern Colonies, each respectively; that the cable should be landed only at points under British control; that the Home Government should be requested to take steps for securing exclusive possession of one of the Hawaiian Islands, and that the Canadian Government should call for tenders on three different routes, viz: one via Necker Island, one via Honolulu, and one via Fanning's Island. This last route, which includes a span of 3,700 miles, was estimated to cost \$10,000,000.

Meanwhile, on July 19, 1894, a new application was received by the Hawaiian Government from Mr. Audley Coote, for an exclusive franchise for himself and other parties for laying cables.

In October 1894, a Commission, consisting of Mr. W. Hepworth Mercer of the British Colonial Office, and Mr. Sanford Fleming of Ottawa, accompanied by Captain Hawes, the British Commissioner and Consul-General, called upon the Hawaiian Cabinet, to discuss the subject of a trans-Pacific cable. They presented the resolution passed at the Ottawa Conference, which requested the British Government "to take immediate steps to secure neutral landing ground on one of the Hawaiian Islands, in order that the Cable may remain permanently under British control." They stated their instructions were not to ask for the *cession* of an island,

but for the *lease* of an uninhabited island; that they would guarantee that the said island should be used only for cable purposes, and should not be fortified, so that Hawaiian sovereignty might remain unimpaired, and that they proposed to connect Honolulu with the main line; that they would give telegraphic communication both north and south, and that the rate to the American coast would be one shilling a word for private messages. They also suggested a subsidy of £7,000 per annum.

In reply, they were shown Article IV. of the Reciprocity Treaty, by which the Hawaiian Government had bound itself not to make any cession of territory or any grant of special privileges to any other Power than the United States. Thereupon the Commissioners suggested that a lease could be made to an *individual*, to be turned over by him to the Company or eventually to the British Government. This the Cabinet positively declined to do, stating that they intended to act fully up to the *spirit* as well as to the *letter* of the treaty.

At another meeting they were urged to sign an agreement subject to the approval of the U. S. Government. They replied that they considered themselves to be absolutely debarred by the Treaty from making any such agreement, that they must be able to go before the Washington Government untrammelled by any agreement, and to say that they were not committed in any manner. They were urged to give a written promise that *if* the United States Government made no objection, they would recommend to the Hawaiian Legislature such an agreement as had been proposed. To this they replied that by so doing they would virtually bind themselves before submitting the matter to the United States. Mr. Mercer claimed to have inside information that the U. S. Administration would favor the scheme. He said: "You made a great mistake in taking Necker Island."

All that the Cabinet consented to do was to receive the proposition of the Commissioners, and refer the whole matter to the U. S. Government through Minister Willis. It is not true that they *requested* the United States to sanction the proposed arrangement.

On receiving the correspondence, President Cleveland sent a message to Congress recommending that the consent of the United States be granted to the proposed lease, stating at the outset, in so many words, that "the Hawaiian Government desires to lease to Great Britain one of the uninhabited islands

belonging to Hawaii, as a station for a submarine cable,"—that Hawaii had "no suspicion of British unfriendliness or fear of British aggression," also setting forth the "advantages to be gained by isolated Hawaii through telegraphic communication with the rest of the world, especially in view of the fact that our own communication with that country would be greatly improved without apparent detriment to any legitimate American interest." The proposal called forth much hostile comment in both houses. It was referred to the Committee on Foreign Relations in each house, but no action was taken, and it seems to have "died in committee."

SENATOR HALE'S EFFORT AND THE INTERNATIONAL PACIFIC CABLE COMPANY.

Shortly after the receipt by Congress of President Cleveland's message in regard to the cable, Senator Hale of Maine submitted an amendment to the Diplomatic Appropriation bill, providing that the President should immediately proceed to contract for the entire expense of laying a cable from California to Hawaii, and appropriating \$500,000 for the first payments thereon. This amendment was adopted in the Senate by a vote of 36 to 25, but was rejected in the House by a vote of about 120 to 156. The disagreement was referred to a Conference Committee of the two houses, which was unable to agree. Three times they reported back their inability to agree, each time the Senate insisting on its amendment, and the House rejecting it. Finally, on the evening of March 3, 1895, the Senate withdrew its amendment in order to save the Diplomatic Appropriation bill. The sentiment against government ownership of railways, telegraphs, &c., was and continued to be so strong that for many years no effort was made for the construction of a cable by the U. S. Government.

Meanwhile Mr. Chas. W. Stone of Pennsylvania, introduced into the House on February 11th, 1895, a bill (No. 8838) to incorporate the "International Pacific Cable Company," composed for the most part, of the same persons who formed Gen. Hartwell's "Pacific Cable Company."

This bill contained provisions similar to those in the bill introduced into the Senate on January 27th, 1891, by Senator Mitchell, with the important exception that no mention was made in it of a subsidy.

It was referred to the Committee on Foreign Relations. The fact that no subsidy was asked for in this bill was used by the opponents of a Government cable to defeat the other measure pending at the same time in the Senate, and for this reason many were induced to oppose it, who under other conditions might have favored it. The result was that it was laid upon the table at the hearing held upon it by the Committee.

Mr. Audley Coote applied again May 3, 1895, for an exclusive franchise for four years, and a guarantee of interest for 20 years as agent of the "*Compagnie francaise des cables telegraphiques*." His application was denied.

THE SPALDING AND SCRYMSER EFFORTS.

Finally, after much discussion another Cable Act was passed by the Hawaiian Legislature, on August 10, 1895, which repealed all former Acts on the subject, and authorized the President of the Republic, with the consent of the Cabinet, to enter into a contract with any person, corporation or government, for the construction and maintenance of a cable connecting the islands or connecting the Republic of Hawaii with the countries bordering on the Pacific Ocean, with such financial or other assistance as might seem just and advantageous to the interests of the Republic.

Under this Act a franchise with a subsidy of \$40,000 a year was granted to Col. Z. S. Spalding, on August 12, 1895, giving him an exclusive right for twenty years from November 1, 1895, to lay a telegraphic cable between San Francisco and Honolulu, this grant, however, not to conflict with foreign governments having treaties with Hawaii, on condition that construction should begin before May 1st, 1897, and telegraphic communication by November 1, 1898, and that the Government of the United States should join in this undertaking by granting substantial assistance, also that a cable be laid and maintained to connect Oahu with Maui and Hawaii. That upon failure to fulfil the above conditions the Hawaiian Government might cancel the agreement by giving written notice 60 days in advance. This contract was approved by a Joint Resolution of the Hawaiian Legislature, Aug. 13, 1895.

Upon receiving this concession, Col. Spalding proceeded to England where he made preliminary arrangements for the construction and maintenance of the cable with the Tele-

graph and Construction Company, and for raising the necessary means.

He then formed a company which was incorporated as the Pacific Cable Company of New Jersey, with a capital stock of one million dollars, subscribed for by nine well known business men, among whom were Messrs Abram S. Hewitt, D. O. Mills, Jas. J. Hill, Fred. D. Grant, Gen. G. W. Dodge, and Gen. Wager Swayne. The certificate of incorporation was filed in the office of the Secretary of State December 13, 1895.

On January 3, 1896, Senator Hale of Maine, introduced Senate Bill 1316, and a similar bill, No. 3449, was introduced in the House of Representatives by Hon. W. Barham. These bills provided for the payment annually to the Pacific Cable Company of New Jersey of a sum equal to 4 per cent of the actual cost of constructing and laying a cable to Honolulu, less \$40,000, (the Hawaiian subsidy), U. S. Government messages to be free.

This was amended in the Committee of Foreign Relations, and on May 6, 1896, Senator Frye of Maine submitted Senate bill No. 3068, which provided for an annual subsidy of \$160,000, for twenty years, requiring the contractor to accept a transfer of the concession granted by the Hawaiian Government to Col. Spalding, and to comply with the terms thereof, also requiring a deposit of \$100,000 with the Postmaster-General. The line from San Francisco to Honolulu to be in operation by Jan. 1, 1899, and that to Japan by July 1, 1900. Government messages to be free.

Meanwhile a formidable competitor had appeared in the field in the person of Mr. J. A. Strymser, a wealthy capitalist of New York. On May 5, 1866, he had obtained from Congress an exclusive right for 14 years to lay telegraph cables to the Bahamas, Cuba and other West Indian Islands. The companies of which he was the head, had afterwards extended their lines to South America, and also laid a cable between Brazil and Portugal. In 1870 he had proposed to a committee of Congress to lay a cable across the Pacific Ocean for a subsidy of \$500,000 a year for 20 years.

After Col. Spalding's movements had become well known, another company was incorporated as the Pacific Cable Company of New York, having a capital of \$100,000, divided into 1,000 shares, of which Mr. Baylies, an ally of Strymser,

held 994 shares, and six other gentlemen one share apiece. An amendment to this charter was filed Feb. 21, 1896, increasing the capital stock to ten millions, Messrs. J. A. Scrymser, J. Pierpont Morgan, J. S. Bowdoin, of Morgan & Co., and Mr. J. Kennedy, a New York banker in close relations with Morgan, appearing as new members.

In order to get around the exclusive right granted to Col. Spalding by the Hawaiian Government, the Scrymser Company proposed to contract with the United States for the purpose of laying a cable to Japan via the Hawaiian Islands, including the right to land its cable at Pearl Harbor, relying on a clause in the treaty which the Hawaiian Government had made with the United States in 1884, giving the latter the exclusive right "to enter that harbor, and to establish and maintain there a coaling and repair station for the use of vessels of the United States, and to that end that the United States may improve the entrance to said harbor, and do all other things needful to the purpose aforesaid."

On December 18, 1895, Senator Carter of Montana introduced Senate Bill 876, and Mr. McCormick introduced the same in the House as House Bill No. 2282, on the 20th. These bills granted a subsidy of \$25 a mile to the Scrymser Co. Later on, Mr. Bennett of New York, on May 29, 1896, introduced House Bill No. 9252, which took the place of the Carter and McCormick bills. It provided for an annual subsidy of \$100,000 for 20 years, on condition that the cable be laid to Pearl Harbor by January 1, 1898, and to Japan by July 1, 1899.

The contest between the rival companies was very bitter and protracted, the result being that neither of them succeeded in carrying any bill through Congress. Every proposition for the combination of the rival interests was rejected by Mr. Scrymser, who denounced the condition in the Hawaiian Concession, requiring the building and maintenance of an inter-island cable as "a foolish and impracticable proposition," and denied the right of the Hawaiian Government to grant an exclusive concession. His company maintained a large lobby, and secured a considerable following, especially in the House of Representatives. They issued a pamphlet, charging that Col. Spalding and his associates were merely tools of Sir John Pender, the head of the great Eastern Extension Company, and that they intended to build only as far as to Honolulu, and so prevent the establishment of a through line to Asia.

To meet this objection, Col. Spalding made arrangements with the Great Northern, a Danish company, which had an exclusive right to lay cables between China and Japan, and had an amended bill introduced into the House by Gen. Curtis of New York, on December 11, 1896. This bill, (H. R. 9597,) provided for the extension of the line to Japan, with a guarantee of \$100,000 to be deposited within five days from the passage of the bill, the contract to be let to the *lowest bidder*, the subsidy not, however, to exceed \$160,000 a year. By the advice of Hon. John W. Foster, a clause was added, requesting the President to invite the Government of Japan to co-operate in the enterprise. This bill passed a second reading in the Senate. On December 14, 1896, Hon. Eugene Loud of California introduced another bill, H. R. 9608, prepared by the same party, which provided for a subsidy of \$60,000 per annum for a line to the Hawaiian Islands, and for the conditional extension of said line to Japan and Australia. Contractor to deposit \$500,000 in U. S. Bonds. The line to Honolulu to be completed by Dec. 31, 1898.

On Nov. 12, and 14, 1896, the Hon. J. W. Foster appeared before the Hawaiian Executive Council in behalf of Col. Spalding's company, to petition for a new contract, which would grant an exclusive right for twenty years from January 1, 1897, to lay cables between the Hawaiian Islands and any other places bordering on the Pacific Ocean. By the terms of this proposed contract the inter-island cable was to be laid within one year after the ratification of this agreement by the Hawaiian Legislature. Within two years after the same date a cable was to be laid to the American coast, provided that the Government of the United States should grant to the company an annual subsidy of \$60,000 for 20 years. Within five years after the same date, a cable was to be laid to Japan, provided that the Government of the United States should pay to the company a subsidy of \$100,000 per annum for 20 years, for this part of the line, and further that surveys and soundings should show that the undertaking is "commercially practicable." The company also offered to lay a cable to Australia within five years, provided that the governments interested agree within two years to pay a subsidy of at least \$200,000 for 20 years. The company also asked an annual subsidy of \$10,000 a year for the inter-island cable, and \$30,000 a year for the Hawaiian-American cable for twenty years from the date of the establishment of telegraphic communication.

cation through said lines. The inter-island rate was to be ten cents a word, the rate to San Francisco not to exceed 50 cents a word, and to Japan or Australasia not to exceed \$1.00 a word. Government messages to be free up to the amount of the subsidy. As security, the Company offered to deposit \$500,000 in Hawaiian Government 4 per cent Bonds.

The Executive Council refused to enter into such a contract or to recommend it to the Legislature. There was a strong feeling against tying up the Government by granting such a monopoly for twenty years. The payment of a subsidy of \$40,000 a year for twenty years was also felt to be burdensome, especially when a rival company offered to construct the line without any subsidy from Hawaii.

On February 3, 1897, Gen. A. S. Hartwell, in behalf of the Pacific Cable Company of New York, requested the Hawaiian Government to grant to said company the right to land and maintain a cable from a landing place at or near Honolulu to the western coast of the United States; also to grant to said company exclusive rights for 25 years for laying cables between the Hawaiian Islands "and all other territory bordering on the Pacific or Indian Oceans and adjacent waters, always excepting the United States of America." Also to grant to said company an annual subsidy of \$40,000 for which the said company would undertake to establish inter-island cable communication, and also the Hawaiian-American cable within three years from the date of the grant, provided that the company secured the passage of a bill then pending in Congress, giving it \$150,000 a year for twenty years for the establishment of such a cable. The company also offered to deposit \$25,000 as security, and to lay a cable to Japan within three years after the establishment of the Hawaiian-American cable, provided that it should obtain the necessary grants from that country and intermediate islands.

By the terms of his contract Col. Spalding was bound to begin construction before May 1st, 1897. On May 3rd, he read to the Executive Council a letter from himself, dated April 30, 1897, giving notice of the cancellation of the contract between himself and the Hawaiian Government. This notice was accepted, and the contract cancelled.

The contest between the two rival companies does not seem to have ended, for we find that on January 5, 1898, Mr. Tay-

lor of Ohio, at the instance of Gen. Swayne, introduced in the House, Bill No. 5499, which authorized the Postmaster-General to let a contract to the *lowest responsible bidder*, for the construction and maintenance of telegraphic communication between the United States, the Hawaiian Islands, and Japan.

On the 7th of January, 1898, Mr. Bennett of New York introduced in the House, Bill No. 5989, which authorized the Postmaster-General to contract directly with Scrymser's company for \$175,000 a year, the line to Japan to be completed within five years, provided that meanwhile surveys of the route be made, which shall show that the line is feasible.

Again on March 8, 1898, Mr. Bennett introduced House Bill No. 8961, to take the place of all former bills on this subject. In this bill the amount of subsidy to be paid to Scrymser's company was reduced to \$100,000 a year. Bonds were to be given to the amount of \$250,000. The cable to the Hawaiian Islands was to be completed by January 1, 1900, and that to Japan by January 1, 1901.

On March 11, 1898, the Pacific Cable Company of New York, (the Scrymser-Morgan Company) made a proposition to the Executive Council of Hawaii, through Gen. A. S. Hartwell, their attorney, that the Hawaiian Government should enter into a contract with said company, under the Cable Act of 1895, similar to the Spalding Contract, *omitting the subsidy*, but conditioned on the Company's obtaining a concession from the U. S. Government, and that the cable be laid under the auspices of the United States. It was stated that the said company did not ask for an *exclusive franchise* between the Hawaiian Islands and the American coast, but that in view of the probable extension of the line to Japan, they would ask for an *exclusive franchise* between the Islands and that country. They also proposed to lay an inter-island cable.

Accordingly, on June 21, 1898, the Cable Act of 1895 was amended by adding an exclusive right to lay and operate lines from the Hawaiian Islands to Japan, and any islands necessary for stations north of the tenth degree of north latitude.

Under this Act, thus amended, a contract was entered into between the Republic of Hawaii and the Pacific Cable Company of New York on the 2nd of July, 1898, granting to said company the right to lay and operate a telegraphic cable from the Pacific Coast of the United States to Honolulu, and beyond the

Hawaiian Islands to Japan, which right between the Hawaiian Islands and Japan shall be an *exclusive* right for twenty years from date. The Company on its part engaged within two years from the approval of an Act by the Congress of the United States, authorizing it to construct and operate said cable, to lay a telegraphic cable, capable of transmitting 15 words a minute between the Pacific Coast and Honolulu, and also to lay such a cable to Japan within three years from the approval of an Act by Congress authorizing the same. The maximum rate for private messages to the United States was to be 35 cents a word, and to Japan 90 cents a word. Bonds were to be deposited to the amount of \$25,000 as security. It was provided, however that this contract should not take effect if within six months from date the U. S. Department of State should express its disapproval thereof.

The reason given for an exclusive franchise between Hawaii and Japan was that the Eastern Extension and Great Northern companies had exclusive franchises for cabling in the Orient as far as to Japan, extending over long terms of years. It was to prevent these powerful monopolies from extending their lines across the Pacific, and keeping up their oppressive rates.

The proviso requiring the approval of the U. S. Secretary of State proved fatal to the success of this last enterprise, of which so much had been hoped. The Hawaiian Commission, appointed by President McKinley to draft an Organic Act for this Territory, did not look with favor on private monopolies, and favored Government ownership of the cable, as appears from the report of their sub-committee on the subject. By the advice of Senator Morgan the contract was disapproved by Secretary Hay on December 31, 1898, mainly on the ground that since Hawaii had been annexed to the United States, it was best that Congress should be in a position to deal with the whole question, untrammelled by any previous engagements entered into by the Republic of Hawaii, thus putting an end to the far-reaching plans of Pierpont Morgan in regard to a system of cables in the Pacific Ocean.

The U. S. Steamer, "Nero," under Admiral Bradford, surveyed the route between Hawaii and Manila in 1899, and proved that the route via Guam was practicable, lying, as it does, outside of the "Nero abyss," six miles deep, which was found between that island and Japan. On April 3, 1899, the

contract with the Pacific Cable Company of New York was cancelled and the deposit of \$25,000 of Government Bonds returned.

On October 13, 1898, Mr. Audley Coote wrote to the Hawaiian Government, suggesting that some substantial recognition of his labors for a trans-Pacific cable was due to him. To this the Minister of Foreign Relations replied, acknowledging his long and arduous efforts for the cause, but "doubted the propriety of soliciting at the present time the notice of the U. S. Government to your labors in the past with a view to compensating your outlay."

In the mean time the war with Spain had taken place, followed by the annexation of the Philippines, and the raising of the American flag in Honolulu on August 12, 1898. Both the political and commercial interests of the United States in the Pacific demanded an "all American" cable.

President McKinley at the close of the Spanish War, in his message to Congress, February 10, 1899, called its attention to the necessity of such a cable.

Again, in President Roosevelt's first message to Congress, Dec. 3, 1901, he said: "I call your attention most earnestly to the crying need of a cable to Hawaii and the Philippines, to be continued from the Philippines to points in Asia. We should not defer a day longer than necessary the construction of such a cable. It is demanded not merely for commercial, but also for political and military considerations.

Either the Congress should immediately provide for the construction of a Government cable, or else an arrangement should be made by which like advantages to those accruing from a Government cable shall be secured to the Government by contract with a private cable company."

FRUITLESS EFFORTS TO SECURE LEGISLATION IN CONGRESS.

That Congress was not indifferent to the appeals of both President McKinley and President Roosevelt, is shown by the fact that between January 7, 1899 and December 2, 1901, no fewer than eighteen bills on the subject were introduced into the Senate and the House, all relating to the construction of a cable across the Pacific.

Bills were repeatedly passed in one house, only to fail in the other. One party was in favor of Government ownership,

and another in favor of subsidizing a private company. Of the former class of bills, some would place the cable under the control of the Postmaster-General, and others under a Commission to be appointed by the President. Two of these last favored the great circle route from Washington State via Alaska to Japan. Repeated efforts were also made to revive and extend the Moreno Act of 1876.

THE SUCCESSFUL COMPANY.

Mr. John W. Mackay, the "Bonanza King," had formed the Commercial Cable Company, and employed his fortune in conjunction with James Gordon Bennett, in laying an independent American cable across the Atlantic in 1884, the result being that rates were reduced from 50 to 25 cents a word. He then formed the Postal Telegraph Company in connection with it, which proved to be a success. After the failure of the Scrymser Company, three years elapsed without anything being accomplished for a trans-Pacific cable, when Mr. Mackay entered the lists, with his proposal to build the cable without any Government subsidy.

To quote from an article written at the time: "He was ready to go ahead, and without waiting unduly upon Congress, did go ahead. It is surprising to recall the hostile uproar that followed. One would have imagined from the appeals of Congressman Corliss of Michigan that something was being done to injure American prestige. For a while after the cable had been manufactured, and was on its long journey from Portsmouth to Honolulu, the Eastern papers were filled with threats as to what would be done if John W. Mackay should attempt to violate the sacred soil of his own country by landing the shore end of a cable, which would link it more closely to its possessions beyond the sea. But against all odds the cable won its way."

As Hon. Alfred S. Hartwell has stated: "In the winter of 1901-2, after fruitless efforts by the Commercial Cable Company to obtain an enabling Act from Congress for its cable, it sought authority from the Executive departments of the Government, none of which appeared to feel that they could authorize the landing of the cable in Hawaii."

President Roosevelt took the view that his predecessor in office had taken, viz; that the Executive branch of the Government had no authority either to grant or to refuse permission

for laying the cable, leaving the question for Congress to determine.

On August 22, 1901, Mr. John W. Mackay sent a communication to the Secretary of State, Hon. John Hay, offering to lay a cable from California to the Philippine Islands by way of the Hawaiian Islands, without any subsidy or exclusive privilege, and to have it completed by September 1902, "unless prevented by force majeure." Yet in the next Congress after this offer had been made, no less than seven bills were introduced on this subject, five of which provided for laying a Government cable.

The State Department advised Mr. Mackay that a corporation should be formed for the purpose, whereupon he organized the Commercial Pacific Cable Company. In view of the fact that the cable was not to be laid to a foreign country, but would connect different points in the United States, the Company proceeded under the postal telegraph act of July 24th, 1866, and filed with the Postmaster-General their written acceptance of the restrictions and obligations required by that act. This act gives the right to any telegraph company organized under the laws of any state, and complying with its conditions, to construct and operate lines of telegraph through the domain of the United States, and *over, under or across the navigable streams or waters of the United States.*

The conditions are that the lines shall not obstruct navigation or interfere with travel, that Government messages shall have priority over all other business, and be sent at rates to be annually fixed by the Postmaster-General, and that the United States may at any time purchase the lines at an appraised value. The company also bound itself not to charge over 35 cents per word for the transmission of messages between San Francisco and Honolulu, or to charge over \$1.00 per word for messages to Manila or China. Also never to accept any exclusive privileges from any foreign government, or to consolidate or amalgamate with any other line for the purpose of regulating rates, except to make through connections.

Yet, as has been stated, the company met with bitter opposition both in and outside of Congress. Mr. Scrymser appeared before Committees of Congress and argued that a Government Pacific Cable was a military necessity. Mr. Corliss, who had labored for years in behalf of a Government cable, bitterly at-

tacked the Mackay Company, charging it with being in league with the Eastern Extension Cable Company, which held exclusive rights in China and the Philippines, and denying that the general postal telegraph act of 1866 covered this case.

On the other hand, the New York Chamber of Commerce and numerous firms and associations interested in commerce with the Orient, sent petitions to the President in favor of giving the Mackay Company a clear field, and deprecating the laying of a competing Government Cable.

Meanwhile the manufacture of the Mackay Cable went on without interruption, and the cable ship, "Silverton," left Portland, England, on September 23, 1902, with 2413 nautical miles of cable on board, touching on her way at Teneriffe and Coronel, Chile, and arrived at San Francisco, December 4th, 1902.

She laid the shore end of the cable at Point Lobos, and left for Honolulu on the morning of December 15th. She arrived off the Islands on Christmas Day in a heavy gale, which somewhat retarded operations. The shore end of the cable was laid first, and spliced to the deep sea end off Makapuu Point on the evening of January 1st, 1903. That same night the first message was sent by Secretary Henry E. Cooper to President Roosevelt, to which a reply was received in 15 minutes. Many of those present remember the celebration which took place the next day, and was worthy of the occasion. In time to come it will be ranked with the Treaty of Reciprocity and with Annexation as one of the most important events in the history of these Islands.

It is worthy of mention that the "all British Pacific cable," from Vancouver Island to New Zealand and Queensland, was opened for business on January 1st, 1903, one day ahead of the "all American Pacific cable." In conclusion, the writer would gratefully acknowledge his obligations to Mr. Geo. McK. McClellan, to Hon. L. A. Thurston, and to Mr. R. C. Lydecker, Librarian of Public Archives, for their valuable assistance in collecting the materials for this paper.

W. D. ALEXANDER.

SUPPLEMENT

A LIST OF BILLS INTRODUCED INTO CONGRESS IN REGARD TO A PACIFIC CABLE.

Aug. 15, 1876. An Act to encourage the promotion of Telegraphic Communication between America and Asia, which granted a franchise to Celso Cesar Moreno and 24 others to lay a cable to the Asiatic coast within twenty years. No subsidy or exclusive privilege was granted by this Act.

Jan. 27, 1891. 51st Congress. Senate Bill 4947, introduced by Senator Mitchell of Oregon, granting the "Pacific Cable Company," organized by Gen. A. S. Hartwell, a franchise and an annual subsidy of \$200,000.

Same Date. H. R. 13372, introduced by Representative Morrow of California, identical with the above. Both bills abandoned. A "Rider" was then tacked to the diplomatic appropriation bill, appropriating \$3,000,000, payable during a period of 15 years, in sums of \$200,000 annually, to any company with which the President should contract, for laying and maintaining a cable between California and the Hawaiian Islands. Passed the Senate, but was defeated in the House.

1895. 53d Congress, 3d Session. Senator Hale of Maine submitted an amendment to the diplomatic appropriation bill, providing that the President should immediately proceed to contract for the construction of a cable between the United States and the Hawaiian Islands, and appropriating \$500,000 for the first payment thereon. Passed the Senate, but was rejected in the House.

Feb. 11, 1895. H. R. 8838 was introduced in the House by Charles W. Stone of Pennsylvania, to incorporate the "International Cable Company," similar to S. 4947, introduced Jan. 27, 1891, except that it made no mention of a subsidy. Laid upon the table in Committee.

54TH CONGRESS, 1ST SESSION. SENATE BILLS.

Dec. 16, 1895. S. 876, introduced by Senator Carter of Montana, granting a subsidy of \$25.00 a mile to the Scrymser Company of New York, for a line to Japan via Hawaii,

for 20 years. Government messages to be free. Reported back from Committee adversely.

Jan. 3, 1896. S. 1316, introduced by Senator Hale of Maine, granting an annual subsidy to the Spalding Company of New Jersey, equal to 4 per cent. of the actual cost of laying a cable to Honolulu, less \$40,000. Government messages to be free. Reported adversely.

May 1, 1896. S. 3010, introduced by Senator Elkins of West Virginia, provided that no new cable line in future should be permitted to land in the United States if it be protected in any foreign country by exclusive landing rights or any other special privileges, until the consent of Congress should have been given. Reported back with amendments on May 29, 1896.

May 6, 1896. S. 3068, introduced by Senator Frye, to take the place of S. 1316, providing for an annual subsidy of \$160,000 for 20 years, but requiring the contractor to accept a transfer of the concession granted by the Hawaiian Government to Col. Z. S. Spalding, and to comply with the terms thereof, also requiring a deposit of \$100,000 with the Postmaster-General. Construction to be by contract with the United States through the Postmaster-General, and the lowest bidder therefor, and to continue to be under his supervision. Read twice in the Senate.

May 9, 1896. S. 3110, introduced by Senator Wilson, authorizing Michael Fahy of New Haven, Conn., and his associates, called the Occidental, Oriental and Oceanic Company, to lay a cable from the state of Washington to Sitka or Juneau, to Kodiak Island, to Unalaska, to the Aleutian group, and thence to connect with the telegraphic systems of Siberia and Japan. Also a line from California to Hawaii. The U. S. Government to guarantee for 20 years the payment of 5 per cent. on the bonds of the company up to \$1,000 per mile. The line to be in operation within three years.

May 13, 1896. S. 3146, introduced by Senator Gray, to revive, amend and extend the Act of Aug. 15, 1876, in favor of Moreno and his associates, provided that they begin to lay the cables to the Asiatic coast within three years, and subject to certain conditions. No subsidy or exclusive right was to be granted by this act.

54TH CONGRESS, 1ST SESSION. HOUSE OF REPRESENTATIVES.

- Dec. 20, 1895. H. R. 2282, introduced by Mr. McCormick, a duplicate of S. 876, in the interest of the Scrymser Company.
- Jan. 8, 1896. H. R. 3449, introduced by Mr. Barham, a duplicate of S. 1316, in the interest of the Spalding Company.
- April 22, 1896. H. R. 8412, introduced by Mr. Patterson, a duplicate of S. 3146.
- April 29, 1896. H. R. 8560, introduced by Mr. Wellington, similar to S. 3010. The committee on Commerce reported H. R. 9149 as a substitute.
- May 6, 1896. H. R. 8732, introduced by Mr. Sperry, a duplicate of S. 3110.
- June 6, 1896. H. R. 9149, introduced by the Committee on Commerce as a substitute for H. R. 8560. Adds the proviso that this prohibition should not apply to the renewal of any submarine cable then in operation.
- May 29, 1896. H. R. 9252, introduced by Mr. Bennett, as a substitute for H. R. 2282 and S. 876. It provided for an annual subsidy of \$100,000 for 20 years to the Scrymser Company, on condition that the cable should be laid to Pearl Harbor by Jan. 1, 1898, and to Japan by July 1, 1899.

54TH CONGRESS, 2ND SESSION. HOUSE OF REPRESENTATIVES.

- Dec. 11, 1896. H. R. 9597, introduced by Mr. Curtis of New York, a duplicate of S. 3068, in the interest of the Spalding Company, and providing for the extension of the line to Japan.
- Dec. 14, 1896. H. R. 9608, introduced by Mr. Loud of California, providing for a subsidy of \$60,000 a year for a cable to Honolulu, and for the conditional extension of the line to Japan and Australia. The line to Honolulu to be completed before Dec. 31, 1898. The contractor to deposit U. S. bonds to the amount of \$500,000 as a guarantee. This was also in the interest of the Spalding Company.

55TH CONGRESS, 1ST SESSION. (SPECIAL). SENATE BILLS.

- March 16, 1897. S. 93, introduced by Senator Chandler for Senator Hale, and referred to the Committee on Commerce. Similar to H. R. 9608, 54th Congress, in the interest of the Spalding Company, providing for a subsidy of \$60,000 a year for 20 years, for a cable to Honolulu, and for the conditional extension of the line to Japan and Australia, &c.
- March 16, 1897. S. 113, introduced by Senator Lodge, and referred to the Committee on Commerce. Similar to H. R. 9252, 54th Congress, in the interest of the Strymser Company.
- March 18, 1897. S. 627, introduced by Senator Frye, and referred to the Committee of Foreign Relations. Similar in most respects to S. 3068, in the interest of the Spalding Company.
- March 18, 1897. S. 754, introduced by Senator Gray, and referred to the Committee on Foreign Relations. Duplicate of S. 3146, 54th Congress. To revive the Act of 1876.
- April 6, 1897. S. 1591, introduced by Senator Nelson for Senator Davis. Based on the preceding.

55TH CONGRESS, 2ND SESSION. SENATE BILLS.

- Jan. 7, 1898. S. 3057, introduced by Senator Lodge, and referred to the Committee on Foreign Relations. In the interest of the Strymser Company. Similar to S. 113, but substituted \$125,000 subsidy for \$160,000. Amendment proposed by Mr. McBryde to substitute the word "Astoria" for San Francisco.

55TH CONGRESS, 3D SESSION. SENATE BILLS.

- Jan. 7, 1899. S. 5131, introduced by Senator Lodge. In the interest of the Strymser Company. Similar to S. 3057, 55th Congress, 2nd Session. Annual subsidy proposed \$125,000. Postmaster-General authorized to agree for the payment by the United States of \$25,000 a year (additional?) for 20 years, for messages between San Francisco and Japan. Rate for private messages to Honolulu 35 cents a word, to Japan \$1.00.
- Jan. 14, 1899. S. 5227, introduced by Senator Butler, for a Government cable, to be constructed and operated by the

Post Office Department, from San Francisco to Honolulu, thence to Manila via Guam, and thence to Hongkong. Rates as above.

55TH CONGRESS, 1ST SESSION (SPECIAL). HOUSE BILLS.

- March 19, 1897. H. R. 1593, introduced by Mr. Loud. Duplicate of S. 93.
- March 20, 1897. H. R. 1659, introduced by Mr. Bennett, in the interest of the Scrymser Company. Similar to H. R. 9252, 54th Congress.
- March 30, 1897. H. R. 2523, introduced by Mr. McEwan. Duplicate of S. 754, to revive the Act of Aug. 15, 1876.

55TH CONGRESS, 2ND SESSION. HOUSE BILLS.

- Jan. 5, 1898. H. R. 5499, introduced by M. Taylor of Ohio, at the instance of the Spalding party, for a Government cable, authorizing the Postmaster-General to let a contract to the lowest bidder for the construction of cables between the United States, the Hawaiian Islands and Japan.
- Jan. 7, 1898. H. R. 5989, introduced by Mr. Bennett, which authorized the Postmaster-General to contract with the Scrymser Company for \$175,000 a year, the line to Japan to be completed in five years, provided that surveys of the route should show that it was practicable.
- March 8, 1898. H. R. 8961, introduced by Mr. Bennett, to take the place of all former bills on the subject. The subsidy to be paid to the Scrymser Company was reduced to \$100,000 a year. Bonds were to be deposited to the amount of \$250,000. The cable to be completed to Honolulu by Jan. 1, 1900, and to Japan by Jan. 1, 1901. Rates to be as in S. 5131, Jan. 7th, 1899.

55TH CONGRESS, 3D SESSION. HOUSE BILLS.

- Dec. 20, 1898. H. R. 11310, introduced by Mr. Corliss, authorized the President to construct and maintain telegraphic cables to Hawaii, and thence to the Philippines and such other points as he shall deem necessary. The cable when completed, to be under the management of the Postmaster-General. Rates as above. Profits, if any, to be paid into the U. S. Treasury.

56TH CONGRESS, 1ST SESSION. SENATE BILLS.

- Dec. 6, 1899. S. 2, introduced by Senator Hale, to provide for the construction and maintenance of a Government Pacific Cable, to be under the management of the Navy Department. Reported to the Committee on Naval Affairs. Reported back with amendments. Passed the Senate on April 11, 1900. Went to the House, where the majority of the Committee on Commerce reported H. R. 2980, as a substitute for it, on April 23, 1900. The minority of the Committee reported in favor of Government ownership, and introduced H. R. 6766.
- Dec. 13, 1899. S. 1497, introduced by Senator Lodge. Duplicate of S. 5131, 55th Congress, 3d Session.
- Dec. 19, 1899. S. 1625, introduced by Senator Butler. Same as S. 5227, 55th Congress, 3d Session, for a cable to be constructed and operated by the Post Office Department.
- Dec. 20, 1899. S. 1928, introduced by Senator McMillan, for a Government cable to be constructed by a Pacific Cable Commission, consisting of the Postmaster-General, the Chief Signal Officer of the Army, and three others, to be appointed by the President. Contract to be given to the lowest bidder, the cable to be of American manufacture, and laid by American ships. Rates as before. President authorized to utilize the personnel and resources of the Army and Navy. The bill appropriated \$8,000,000.
- Jan. 22, 1900. S. 2604, introduced by Senator Davis. Duplicate of S. 754, 55th Congress, 1st Session, to revive and extend the Act of Aug. 15, 1876.
- Feb. 12, 1900. S. 3140, introduced by Senator Foster. Similar to S. 1928, but provided for a cable from Washington state to the Philippines via Alaska, and also a separate cable from San Francisco to Honolulu. It appropriated \$6,000,000.

56TH CONGRESS, 1ST SESSION. HOUSE BILLS.

- Dec. 5, 1899. H. R. 930, introduced by Mr. Corliss. Similar to S. 1928, of this session. President authorized to negotiate with China and Japan.
- Dec. 6, 1899. H. R. 1069, introduced by Mr. Sulloway. Same as S. 2604 of this session.
- Dec. 8, 1899. H. R. 2980, introduced by Mr. Sherman, from the majority of the Committee on Commerce. The Post-

master-General to advertise for bids from a responsible American corporation for a cable to the Philippines via Honolulu and Guam, with a branch to Japan. Subsidy not to exceed \$30,000 a year for 20 years. Deposit required to the amount of \$200,000 in U. S. Bonds with the Postmaster-General. Rates as in former bills. The cable to Honolulu to be laid by Jan. 1, 1902, and to Manila and Japan by July 1, 1903.

Dec. 11, 1899. H. R. 3330, introduced by Mr. Jones of Washington. Similar to S. 1928, of this session. It provided that a cable should be constructed and operated by the U. S. Government from the Pacific Coast to Manila by a route to be determined by the Pacific Cable Commission, to consist as in S. 1928. Provided, that none of the Commissioners first appointed shall be from California, Oregon or Washington. The construction and operation of said line to be under the control of the Pacific Cable Commission. All contracts to be awarded to the lowest responsible bidder. Provided, that if it is found that a cable of American manufacture cannot be laid between the Pacific Coast and Honolulu within twelve months, the Commissioners may supplement such deficiencies in foreign markets. Rates as above. The bill appropriated \$500,000 for the work, and authorized \$8,000,000 for the total expenditures.

Jan. 18, 1900. H. R. 6766, introduced by Mr. Corliss, from the minority of the Committee on Commerce, as a substitute for H. R. 2980. Provided for a Government cable, to be constructed and controlled by a Commission, consisting of the Postmaster-General, the Secretary of War, and the Secretary of the Navy. The President was authorized to utilize the personnel and resources of the Army and Navy, and to employ other experts as may be deemed necessary. The cables to be of American manufacture, and laid by ships under the American flag; provided, that if it is found that a cable of American manufacture cannot be laid between San Francisco and Honolulu within fifteen months after the award, said cable may be secured from foreign markets. Rates as above. Net proceeds above expenses to be paid into the U. S. Treasury. The bill appropriated \$500,000 down, and authorized contracts not to exceed \$10,000,000 for carrying out the provisions of the Act. The President was authorized to enter into nego-

tiations with Japan and China in regard to cable connections between Luzon and Formosa, and between Luzon and some Chinese port.

Feb. 9, 1900. H. R. 8303, introduced by Mr. Barham, provided for bids by a private company. The bidder to deposit \$200,000 in U. S. Bonds. The cable to be laid to the Hawaiian Islands by Jan. 1st, 1903, and to Manila and Japan by July 1, 1904. Government messages to be free. Similar to H. R. 2980, 56th Congress.

57TH CONGRESS, 1ST SESSION. SENATE BILLS.

S. 61, introduced by Senator Hale, identical with S. 2, 56th Congress, 1st Session, providing for a Government Cable. Laid upon the table in Committee

S. 62, which was also introduced by Senator Hale, based upon the postal telegraph Act of July 24, 1866, the provisions of which are incorporated in the Revised Statutes of the United States, Section 5263. This was also laid upon the table as unnecessary.

The Act referred to provides that "Any telegraph company organized under the laws of any State, shall have the right to construct, maintain and operate lines of telegraph through and over any portion of the public domain of the United States, over and above any of the military or post roads of the United States, which have been or may hereafter be declared to be such by law, and *over, under or across the navigable streams or waters of the United States.*

Provided that before any telegraph company shall exercise any of the powers or privileges conferred by this Act, such company shall file their written acceptance with the Postmaster-General of the restrictions and obligations required by this Act.

That telegraphic communications between the several departments of the Government of the United States and their officers and agents shall, in their transmission over the lines of any of said companies, have priority over all other business, and shall be sent at rates to be annually fixed by the Postmaster-General.

That the United States may at any time after the expiration of five years from the date of the passage of this Act, for postal, military or other purposes, purchase all the telegraph lines, property and effects of any or all of said companies, at an appraised value, to be ascertained by five competent, disinterested

persons, two of whom shall be selected by the Postmaster-General of the United States, two by the company interested, and one by the four so previously selected.

It is further provided that the lines of such company shall not be constructed or maintained so as to obstruct the navigation of any waters of the United States, or interfere with the ordinary travel on military or post roads.

57TH CONGRESS, 1ST SESSION. SENATE BILL.

Dec. 4, 1901. S. 491, introduced by Senator Perkins, and referred to the Committee on Naval Affairs. To authorize the construction and maintenance of telegraphic cables between the United States, the Hawaiian Islands, Guam and the Philippines, etc. See the following H. R. 5.

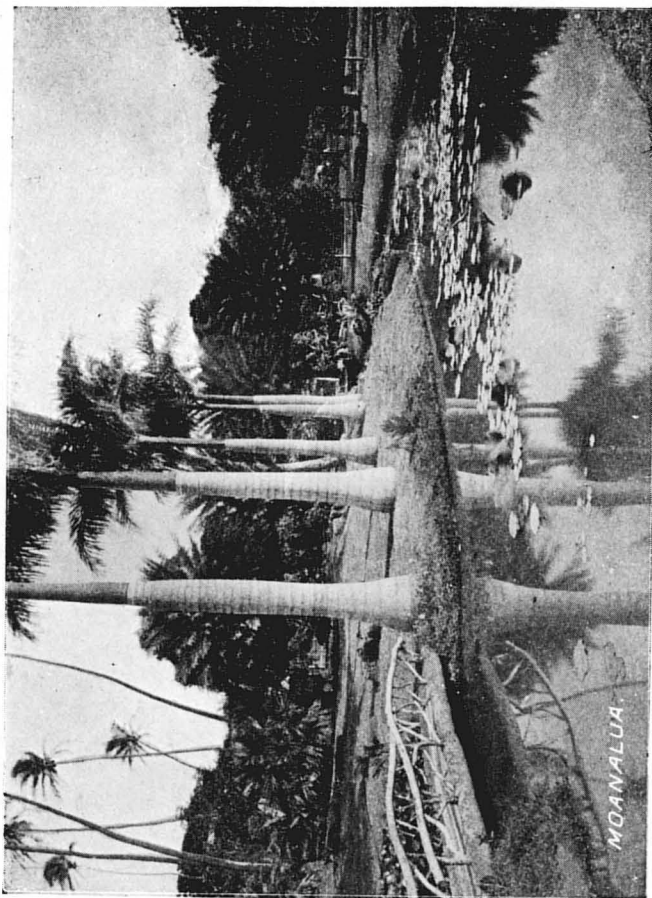
57TH CONGRESS, 1ST SESSION. HOUSE BILLS.

Dec. 2, 1901. H. R. 5, introduced by Mr. Corliss, and referred to the Committee on Commerce. Same as S. 491 of Dec. 4, 1901. Provided for a cable to be operated by the Government, through a Commission, consisting of the Postmaster-General, the Secretary of War, and the Secretary of the Navy. The rate between San Francisco and Honolulu not to exceed 25 cents a word, to Manila 50 cents a word. The appropriation not to exceed \$10,000,000. Reported back with amendments. Debated and enacting clause stricken out.

Dec. 2, 1901. H. R. 158, introduced by Mr. Jones of Washington state. Similar to S. 3140, 56th Congress, 1st Session. The appropriation not to exceed \$2,000,000 for a cable to the Hawaiian Islands. The cables when completed, to be under the control of the Postmaster-General. The President to negotiate with Japan and China. The cable to be laid from the coast of Washington state, via Alaska and Dutch Harbor. The route to be settled upon by the Pacific Cable Company.

Dec. 2, 1901, H. R. 168, provided for a Government Cable.

Dec. 2, 1901. H. R. 272, introduced by Mr. Sherman. Based on S. 3068, 54th Congress, May 6, 1896. An American Cable Company to construct and lay the cable. Abandoned.



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